

The Hongkong Telegraph

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May 6, 1914, Temperature 6 a.m. 70, 2 p.m. 75
Humidity 80 56

May 6, 1913, Temperature 6 a.m. 73 p.m. 77
Humidity 84 78

2780

二拾月四年寅甲

WEDNESDAY, MAY 6, 1914.

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TELEGRAMS.

THE S.S. SIBERIA.

LLOYD'S INVESTIGATING.

[Reuter's Service To "The Telegraph."]

London, Received May 6.
Lloyd's are investigating the wireless messages in regard to the S.S. Siberia.
The establishment of a register containing a secret password for each ship is suggested.

Investigations.

London, Received May 6.
Reuter's correspondent at Tokyo states that the navy department and the government of Formosa are closely investigating the origin of false wireless messages.

[The following Reuter's telegrams dated Tokyo May 1, appear in the Shanghai papers:]
Early this morning the Ozeaki wireless station received a message from the P.M.S. Siberia, which was eastward of Formosa near Kashi Island, conveying a report of an accident which had occurred, and stating that the vessel was in distress. The message was mutilated and the extent of the accident is unknown. The Siberia is bound from Nagasaki to Manila with 71 first class passengers on board.

Later.

The Governor-General of Formosa has received a wireless message from a Japanese steamer, stating repeated calls for help were being received from the Siberia and that the calls were becoming more indistinct. The Government has despatched a Japanese steamer to the assistance of the Siberia, at a point longitude 121.10 east, latitude 22.04 north, where the Siberia is understood to be. The Navy Department has also despatched a relief steamer.
The Siberia's passengers include Mrs. Harrison, wife of the Governor-General of Manila, and Mr. Rontiers, British Consul at Manila.]

PANAMA EXHIBITION.

BRITAIN MAY PARTICIPATE.

London, Received May 6.

Mr. Asquith, in receiving an influential deputation of Members of Parliament in favour of official British participation in the Panama Exhibition, promised to submit their views to his colleagues.

The suggestion of the deputation was that the Government should erect a special Governmental pavilion which should serve as a rallying point for Britishers from all parts of the Empire.

Mr. Asquith intimated that the Cabinet would likely approve this scheme, which would be in the nature of a complimentary acceptance of the invitation without committing the Government to much expenditure.

Australian Representation.

Reuter's correspondent at Melbourne states that Western Australia has decided to participate in the Exhibition. All the States will now be represented, the Commonwealth display costing £80,000.

MEXICAN WAR.

A MEDIATION CONFERENCE.

London, Received May 6.

Reuter's correspondent at Mexico City states that the mediation conference is to be held in Canada.

TELEGRAMS.

MARCONI SCANDAL.

FENNER COMMITTED.

[Reuter's Service To "The Telegraph."]

London, Received May 6.
Fenner has been committed for trial. He made a statement admitting the truth of the charges.

FENNER IN COURT.

Lord Murray's Share Transactions
Charles Edwin Fenner, the London stockbroker who was extradited from France recently was before Alderman Sir George Woodman at the Mansion House Justice Room charged with the fraudulent conversion of large sums of money, the proceeds of cheques or the sale of stocks.

Lord Murray of Elibank was one of the six complainants named in the information that led to the defendant's arrest.
Mr. Bodkin, for the prosecution, said he should state the circumstances of each individual case as it arose. He took up first the case of Mrs. Arendrup, in regard to which there were, he said, two charges—viz., the fraudulent conversion of £694 17s. in November 1911 in connection with non-delivery of Argentine Tramway Debentures, and of £400 in September 1912 in relation to Loech's Argentine Tramway 5 per cent. Debentures.

The loss to Mrs. Arendrup, said counsel, was small compared with the enormous amounts of the losses to other clients.
Mrs. Marie Arendrup, a widowed lady residing at Union Rotherhithe, gave evidence.

One of the explanations made to her by Fenner in January 1913, when she asked him what had become of her certificates, was that one of his clerks had gone off with these certificates and many others and that he was doing his best to trace him, but in any case, he assured her, he would make good the loss. He begged her to keep this statement perfectly confidential because if it came out on the Stock Exchange it would be his ruin. She said she did not see how it could be his ruin if he had been wronged. His answer was, "Of course, it was my fault; I should have been more careful."

Realising £25,000.
Whether it was at that interview or a later she could not say, but he told her about that time that he was going to realise a large sum of money that had been lent on a trust in Russia. She was not certain of his exact words.

Was the amount of money mentioned?—I think he said £25,000. He said he expected to return about April 18, and told me that I should be paid in full, and that others who had lost certificates would also be paid. I remember, too, he said the work was too much for him, and that he would either have to take a partner or join some other firm. I asked him the name of the clerk who had gone away, and he said he suspected a clerk whom he had discharged some time ago.

In a conversation she had with the defendant in March she asked him for some proof, in case anything happened to him in Russia, that he still owed her the money or investments. He told her he would write her a letter acknowledging his indebtedness. She got a letter from him. She never saw him again until that day in court.

The charges in connection with Mr. Fenner's transactions with Lord Murray included the alleged fraudulent conversion of £5,000 in Canadian Northern Railway Debenture Stock, £8,000 out of £11,000 Canadian Northern Ontario Mortgage Debenture Stock, and alleged fraudulent conversion of £7,198 to his own use after having been entrusted with a cheque for £14,220.

TELEGRAMS.

TAI ON PIRACY.

COMMENT IN PARLIAMENT.

[Reuter's Service To "The Telegraph."]

London, Received May 5.
In the House of Commons, Mr. Arthur Fell, Unionist M.P. for Yarmouth, suggested that the destruction of the Tai On was due to failure to build the new gunboats voted by Parliament for patrolling Chinese rivers.

Mr. Winston Churchill replied that in the absence of any particulars, speculation on the subject was useless. The British patrol of the Canton delta was believed to be sufficient for its purpose.

Mr. Lee, Unionist M.P. for Fareham, pressed for further protection in view of the frequency of pirating of British ships on this route.

Mr. Churchill said:—"An inspection of the Navy List will show that a considerable number of ships is employed in the Far East. I believed there are a number of gunboats on the West River."

CANADIAN BUDGET ESTIMATES.

Deficit for the Current Year.

Mr. W. T. White, Minister of Finance, in his Budget speech to-day said that the fiscal year ended March 31 had been characterized throughout by the greatest expansion the Dominion had yet known. The revenue of that year, which exceeded the revenue of the preceding year by \$32,000,000 (\$3,400,000), had enabled the Government to pay all current expenditure and all capital and special outlays and to reduce the net debt of Canada by over \$25,000,000.

He estimated the revenue for the year at \$163,000,000, or about \$5,000,000 less than that of the previous year, the falling off being in the Customs receipts. He recalled the years 1907 and 1908, when similar financial conditions had been attended by similar results, the revenues for 1908 having declined by \$11,000,000, or over 11 per cent.

The revenue for the present year would show a surplus of \$36,500,000 above the amount required for the ordinary expenditure. The capital and special outlay, including \$19,000,000 for the Canadian Northern and other railway subsidies, would total \$57,000,000, leaving a debit balance of \$20,500,000. After deducting \$1,500,000 invested in the sinking funds the increase in the net debt would be \$19,000,000. The revenues had, therefore, been sufficient to meet all current and capital expenditure, including the outlays upon railways, canals, harbours, and public buildings, and the debt had been increased only by reason of the unusual and abnormal expenditures upon railway subsidies.

Net Reduction in Debt.

Notwithstanding the increase of the year, the net debt was over six millions less than it was two years ago by reason of the large reduction of last year. Borrowings for the year had been much greater than the amount by which the net debt had been reduced. This was due to the fact that about ten million dollars of maturities had been met, and to purchases of Grand Trunk Pacific bonds guaranteed by the Government and advances to the Grand Trunk Pacific Railway Company on account of the loan guaranteed by the Grand Trunk Pacific Railway Company. These bonds and the loan represented revenue-producing assets in the Treasury. Not only was the net debt less than two years ago but the Dominion's guarantees, so far as the public were concerned, were less

TELEGRAMS.

JAPANESE OFFICERS.

VISITING FRANCE.

[Reuter's Service To "The Telegraph."]

London, Received May 5.
Reuter's correspondent at Brest says Captain Nakajo and Lieutenant Hori of the Japanese Navy have arrived on a mission and have visited the Maritime Prefecture on an authorized visit to the Arsenal and Naval School.

BLOCKING MOTIONS.

SPEAKER'S NEW POWER.

London, Received May 6.

In the House of Commons, Mr. Asquith submitted a motion empowering the Speaker to eliminate obstructive blocking motions. The motion was unanimously agreed to.

The Criticism of Canadian Borrowing.

Referring to loan issues and the sometimes disappointing response on the part of the public, the Minister said that the latter was largely due to the fact that many investors awaited the closing of the lists hoping to buy to better advantage from the underwriters. During the year there had been much criticism in Great Britain of Canadian borrowing. Some of this criticism was just; but it was recognized by sensible financial men and journals that a borrowing country such as Canada in the midst of a vast constructive epoch in her history could not suddenly discontinue her borrowings without most serious risk of loss to British and other investors who had so freely furnished capital for railway and industrial undertakings which must be finished to be productive.

On the whole, Canada had received generous treatment at the hands of British capital. Last year more money had been borrowed than in any previous year, but a substantial portion had been devoted to the liquidation of floating indebtedness and Treasury Bills.

As to the Budget aspects of the coming year, it was the intention of the Government to keep expenditures within reasonable bounds as possible. The declines in revenue would with the coming of spring become relatively smaller, and it was his hope that next autumn the loss would be regained. In any event, the revenues of the year would be adequate to provide fully for ordinary expenditure and in a large measure for all capital and special outlays.

GLASGOW AND LOCH LOMOND.

The movement for the acquisition of a public park on the banks of Loch Lomond deserves, and will doubtless have, the sympathetic consideration of the community, says the Glasgow Evening News. It would not be going too far to say that up to the present time the Queen of Scottish Lochs has been an unrealised

TELEGRAMS.

HOME CRICKET.

ESSEX BEATEN.

[Reuter's Service To "The Telegraph."]

London, Received May 6.
The match between Leicestershire and Essex, played at Leicester, resulted in a win for the former by 239 runs.

Surrey Draw.

The match between Surrey and Northamptonshire at the Oval was drawn, the latter county scoring the points on the first innings.

THE BUDGET.

STOCK EXCHANGE DULL.

London, Received May 6.

The Stock Exchange is dull on the announcement of the Budget proposals.

asset to the great population that is geographically within such easy distance. Unrealised, we mean, in the sense of that intimacy of knowledge and approach which alone can make this beautiful national endowment what it ought to be in popular consciousness.

Loch Lomond all these years has been Scotland's possession and pride in one sense; yet in another and more real sense it has meant nothing to the great mass of the people. From far and near the stranger comes to revel in the natural charms of this favoured region; but we do not exaggerate when we say that to ninety per cent. of the million and more people who dwell in Glasgow and neighbourhood Loch Lomond is still little more than a name. This is simply because the conditions of association and access have conduced to little more as regards even the minority than a rare and fleeting visit; it is questionable whether the majority have taken even that. Yet the natural proximity of Loch Lomond to Glasgow is such that it might well take place fully with the Firth of Clyde itself as the city's chief resort for health and pleasure.

Imagine what Loch Lomond would be to London were it only a twenty-mile journey from the Metropolis! Then we can begin to understand what Glasgow has and still is so largely missing.

The movement now given definite form through the public-spirited action of Sir John Stirling-Maxwell and Mr. Alex. Wylie of Cordale, as indicated at a meeting of Glasgow Town Council, ought to lead to quite a new and better future in this regard. These two gentlemen have secured an option on the estate of Balloch, and have suggested that if the Corporation of Glasgow will contribute £10,000 towards the purchase price of £30,000, the remainder could be raised by public subscription and by co-operation of other public bodies.

SIMPSON'S CHEF DEAD.

Thomas Davey, the head cook at Simpson's in the Strand, died on April 6, after a few days' illness, from pneumonia. He was 72 years of age, and had been connected with the kitchen at Simpson's since Easter, 1867. He began as assistant roast cook, but after a few years was installed as the head of the kitchen staff.

TELEGRAMS.

MYSTERIOUS CALL.

STEAMER BURN OUT.

[Reuter's Service To "The Telegraph."]

London, Received May 6.
Reuter's correspondent at Halifax states that a mysterious call for help was received by the German liner Seydlitz which hastened to the spot one hundred and fifty miles away. Near Sable Island she sighted a steamer seemingly burnt out. There was no sign of life aboard.

N.D.L. AND H.A.L.

FAR EASTERN AGREEMENT.

London, Received May 5.

Reuter's correspondent at Hamburg says the Norddeutscher Lloyd and the Hamburg-Amerika Linie have concluded a working agreement for East Asiatic business.

A man of generous proportions, with rosy cheeks bequeathed him by parents of Devonshire farming stock, he was always dressed in linen of immaculate whiteness and wore a black skull cap. He was in command of a staff of 100 men, and critically examined every dish that was sent up to the dining rooms. Under his superintendence 1,400 lb. of English meat, 300 lb. of turbot, 100 lb. of Scotch salmon, 100 lb. of Dover soles, and two wagonful of vegetables were on an average daily prepared for the table. Beginning duty at 10 a.m., he remained at his post until 9 p.m., and during his 47 years at Simpson's he was only absent for six days on sick leave.

Davey had very pleasant recollections of the old Bohemian days when Dickens, Thackeray, George Augustus Sala, Sir Henry Irving, and John Toole were regular frequenters of Simpson's. He had conducted them all through his kitchens, and had explained to them the beauties of cooking joints before the old-fashioned open fire. He always had a great contempt for the French cuisine, and would never for a moment entertain an application for appointment on the kitchen staff of a man who did not come from some part of the British Isles. He was fond of saying that he had cooked dinners at one time or another for every famous man of the last half-century. His cooking has found favour with many actors, and it is on record that William Terris had dined at Simpson's just before his untimely death. Great restaurants in New York and on the Continent tried in vain to lure Davey away from Simpson's. They asked him to "name his own price," but, indubitably wedded to the restaurant in the Strand, he told them all that he would never forsake his first and only love.

On Wednesday, April 22, Davey was to have been entertained at a luncheon to be given in his honour, at which Mr. Harry Lawson, M.P., was to have presided, and presentations were to have been made to him on behalf of the directors and staff of Simpson's. In 1902 he was presented with a testimonial on completing 35 years service.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

A Japanese naval mission has arrived at Brest.

At cricket, Leicestershire beat Essex.

The Stock Exchange is dull following the Budget statement.

The Mexican mediation conference is to be held in Canada.

Northamptonshire and Surrey drew in their cricket match, the former securing the points.

Lloyd's are investigating the wireless messages regarding the S.S. Siberia.

The N. D. L. and the H. A. L. have concluded a working agreement for East Asiatic business.

The House of Commons has approved a motion empowering the Speaker to eliminate obstructive blocking motions.

All the Australian States are to be represented at the Panama Exhibition, the display to cost \$80,000.

Mr. Fenner, the stockbroker, has been committed on the charges in connection with the Marconi scandal; he admits the truth of the charges.

A German liner, responding to a call for help sighted a steamer near Sable Island, seemingly burnt out, there being no signs of life aboard.

The Cabinet will likely approve a scheme for a Governmental pavilion at the Panama Exhibition, which will serve as a rallying point for Britishers.

The origin of the false wireless messages regarding the S.S. Siberia is being investigated by the Japanese Navy Department and the Formosa Government.

In connection with the reports regarding the S.S. Siberia, the establishment of a register with a secret password for each ship is suggested.

The matter of the Tai On piracy has been raised in the Commons, Mr. Churchill remarking that the British patrol of the Canton delta was believed to be sufficient.

NEWS.

General news appears on page 3 and log book on page 6.

"Our contemporaries" appears on page 2.

The inquiry into the circumstances attending the Tai On piracy was concluded to-day.

The claim against Sir Paul Chater by a mining engineer was further heard in the Supreme Court to-day.

The defence of the officers of the Tai On was described by the Court of Inquiry as most gallant.

DON'T FORGET.

TO-DAY.

Bijon Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Bandmann Opera Co.—Theatre Royal—9.00 p.m.

TO-MORROW.

Bijon Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Saturday May 9.

H. K. Volunteer Reserves Annual Dinner.

Hippodrome Circus—Causeway Bay—9.15 p.m.

Monday, May 11.

China Fire Insurance Co. Ltd. Extraordinary General Meeting.

Thursday May 14.

H.K. Electric Co. Ltd. Meeting of Shareholders 11.30 a.m.
Saturday May 16.

Hingkoong Cotton Spinning, Weaving and Dyeing Co. Ltd. Extraordinary General Meeting—noon.

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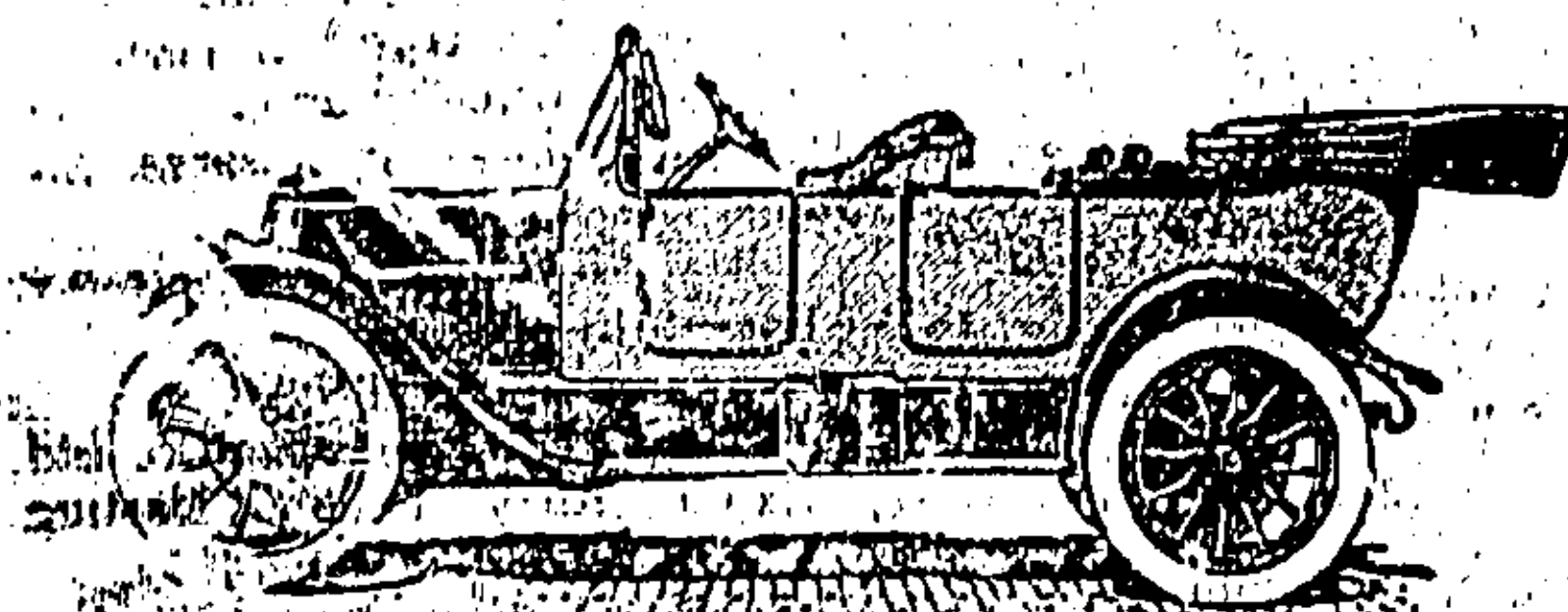
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OUR CONTEMPORARIES.

South China Morning Post.

President Wilson as

Schoolmaster.

In his intense dislike of Huerta he has attempted to espouse the cause of the rebels, but not only the dignity of the President but the prestige of the United States received a severe shock when the rebels deliberately announced that they would "not interfere with the Americans as long as the Americans do not interfere with them." Whatever be the faults of President Huerta, lack of personality is not one of them, and although it is difficult to see exactly what he expects to gain by his resistance to the United States, it cannot be assumed that he intends to escape the consequences of his attitude by flight. Wilson's didactic statement that the United States is not making "war against the people of Mexico but against the man who calls himself president" is the veriest piffle. It has not even the excuse of plausibility. Theoretically this may be Wilson's intention, but it is to be supposed that the people of Mexico will permit a neighbouring nation to wantonly interfere with their affairs by the waving of the "big stick" which is already well known in connection with American's foreign policy?

Daily Press.

Kwangtung Currency

If, instead of sending down Finance Commissioners who know practically nothing of finance, the Government at Peking were to engage a few foreign experts to look into the financial affairs of the Provinces we have very little doubt that it would result in a vast improvement of the revenue, just as Sir Richard Dane's supervision of the Salt Monopoly is resulting in an astonishing growth in the revenue of the Salt Gabelle. When it is remembered how flourishing the Province of Kwangtung appeared to be before the Revolution, one cannot avoid the impression that there must be something radically wrong somewhere in the administration when the Provincial exchequer cannot be replenished from the ordinary sources of revenue, and when, instead of making a large annual contribution to Peking, the local Government is obliged to beg a dole of ten million dollars in order to rehabilitate its note currency. We suppose the Canton Government will somehow muddle through with this business, but in the general interests of trade it is to be hoped that serious efforts will be made by practical men to find the remedy without further delay.

China Mail.

Elements of the most Desirable Design of Battleship.

According to Mr. T. G. Owens, the Naval Director of the Vickers Company, says a writer in *Engineering* of April 3, there appears no great necessity in the present or in the immediate future for guns of larger calibre than 14 in., which at the range of probable maximum vision, say 12,000 yards, would, according to the Gavrre formula, and allowing for angle of descent, pierce the best Krupp armour of a thickness of 14 in., and deliver a heavy bursting charge into the interior of the ship. But guns of larger calibre than 14 in., are already mounted, and a further increase is not outside the bounds of probability. As to the arrangement for mounting the guns of the primary armament, it will probably not be disputed that a four-turret centre-line arrangement, if carrying sufficient gun-power, is, on the score of supervision, smaller target, and smaller number of gun crew required, for working, preferable to that of a five- or six-turret arrangement; and if such turrets, with their magazines, are separated from each other by a considerable length of ship, the chances are lessened of simultaneous destruction of two complete turrets and magazines by one lucky shot, which, under present conditions, is quite possible.

Oysters, Fresh, Fried or Stewed
 Findon Haddock, Kippers &c.
ALEXANDRA CAFE.

GENERAL NEWS.

Foreign Pit Sinks.
A number of foreign workmen have arrived at Harworth, near Doncaster, to be employed in the sinking of the Harworth Colliery shaft, the contract for which, as already announced, has been secured by a Westphalian company. About 100 men are at present at the site, these including, in addition to Germans, about a score of Italian mechanics and labourers. A German has opened a large store in the village for the supply of provisions.

New Source of Rubber Supply.
The Board of Trade Journal contains a report from his Majesty's Trade Commissioner for South Africa which states that, according to information received from the Commissioner of Customs and Excise at Pretoria, a company has been formed with a capital of £8,000 for the purpose of exploiting the *Euphorbia dracaenifolia*, which grows wild in the uplands of Namaqualand, and is stated to yield 17.6 per cent. of pure rubber and 70 per cent. of resin. The company holds a concession of some 220 square miles, containing about 6,000,000 bushes of this plant.

The Use of Cradles.
Dr. Wynn Westcott, speaking at an inquest on the body of a baby, five weeks old, who was overlaid, said that in Germany parents were bound to have a cradle. In France, too, when a young couple got married they were given a cradle. He wrote to several towns in Germany some years ago asking how many deaths of children they had by overlaying of the parents in a year, and the answer was that they had none, because the parents were bound to have cradles.

It was an old English custom for the child to sleep with the parents. People went to bed very tired after a hard day's work and slept very heavily, and they did not feel a baby struggling. If parents provided cradles for babies, there would be a saving of life.

£10,000 for Invention of a Signalman.
Mr. George Caswell, of Church-road, Newport, a signalman, has invented a lock for railway carriages which has so impressed a British railway company that the inventor has been offered £10,000 for the patent rights. It is claimed that the contrivance will effectively prevent doors of moving trains being opened. The locking and unlocking of the doors will be under the control of the engine-driver and the guard of a train. When a train is leaving a station the driver will turn a wheel attached to a rod connecting all the carriage doors. This simple action will simultaneously lock all the doors. On arriving at a station the guard will turn a wheel to unlock the doors. Mr. Caswell's invention, it is understood, has been thoroughly tested, and has proved absolutely "fool-proof."

Reading in Railway Trains.
The question of the lighting of railway carriages was under consideration at a meeting of the Illuminating Engineering Society. Mr. E. Kilburn Scott remarked that instead of using a single source of light in a compartment it is better to space several lamps over the roof, when if the roof itself is white so as to diffuse the rays, a moderately good illumination is obtained. But direct, as distinguished from indirect, light is not convenient, since the rays strike a newspaper held in the customary position at an oblique angle, and therefore it would be preferable to have a system of semi-indirect lighting, in which the rays would be reflected in many different directions.

As regards reading, there is much to be said for brackets on the walls, the light from the lamps then coming over the reader's shoulders. But if the lamps are adequately shaded to prevent glare to persons on opposite seats the top of the carriage may be somewhat dark, and a combination of side and central lighting has, therefore, been suggested. Another method that might be adopted, possibly in conjunction with a certain amount of bracket lighting, is the indirect, cornice system with tubular lamps running down each side of the carriage.

SCOTLAND'S NEW ZOO.

Dr. W. S. Bruce, Vice-President of the Zoological Society of Scotland, gives a very interesting account in *Knowledge* of the progress of Scotland's Zoological Park, which, when completed, will probably be unsurpassed by any existing zoological park or garden.

An estate on the well-wooded slopes of Corstorphine Hill was chosen and an appeal issued for funds for purchase and equipment; £12,500 was quickly raised, and the Town Council of Edinburgh, at the request of the Society, bought the site, consisting of a mansion and seventy-four acres of ground, and leased the property to the Society for the purpose of a zoological park. The work of laying out the Scottish Zoological Park was begun in April, 1913.

The site is divided into two portions. The southern portion consists of a mansion house with gardens, shrubberies, and park surrounding it, and comprising twenty-seven acres; this is the portion at present being developed. The other portion, extending to forty-seven acres, is reserved for future extension, and will provide magnificent ranges for buffaloes, deer, antelope, sheep, and goats. The site is on the southern slope of Corstorphine Hill; it has abundance of growing timber and rock, and has been characterised by experts who have inspected it as one of the finest and most beautiful sites in the world for the purpose of a zoological park.

Heavy outlays up to date have been made on roads, fencing, laying of watercourses and drains, construction of water-fowl ponds, dens for polar bears, lions, leopards, and other carnivora; aviaries, monkey-house, band-stand, refreshment rooms and lavatories. There is an excellent polar-bear den and pool, in which there are two polar bears and two brown bears. It is blasted out of the whinstone rock, and thus the rock scenery is not artificial, but is actually the natural rock *in situ*. Spacious as is the pool already, it will ultimately be double its present size. Here both polar and brown bears disport themselves, and are seen to great advantage in their actual surroundings with no barrier between them and their visitors except a handrail on the crest of a vertical cliff of rock, up which the animals are not able to climb, rising out of the water.

Two similar dens, hewn out of the natural rock, are at present being constructed for the lions and for the leopards; these are nearing completion. These dens are being constructed on the lines of Hagenbeck's dens. The lions' den will be fifty-five feet long, bounded at the back and ends by an overhanging cliff, and in front by a deep trench across which the

FRENCH LOAN TO CHINA.

Peking Criticism Of The Prospectus.

Peking, April 6.
According to a prospectus just received the Peking Banque Industrielle de Chine will float in Paris to-morrow a loan of £8,000,000 to finance enterprises in China. Some of the purposes to which the loan will be devoted have caused surprise here.

For instance, the construction of a port at Pukow, outside the auspices of the British-controlled railway terminating there, is a fantastic scheme doomed to failure. The railway already possesses practically all the land and has already established all shipping facilities likely to be required by the trade of the port for years to come. Independent development would be superfluous and works constructed therefore would be of small value as a security.

Doubtful Security.
Another security for the loan consists of the taxes of Peking, only one in which of worth having, the Octroi being expressly excluded. Alcohol taxes in the Northern Provinces are also highly intangible and in the event of default could not be handed by foreigners.

The prospectus implies that there is an opportunity to undertake the electric lighting of Peking, but a Chinese company now operating possesses a valid charter conferring a monopoly of electrical supply to the city for 50 years and publicly repudiates the right of the Banque Industrielle to interfere with their business. Chinese companies also possess waterwork and tramway concessions and as far as can be ascertained have not relinquished their rights.

Large cash advances not subject to supervision are believed to have been made by the Banque to the Chinese Government as the price of the loan agreement, and apparently, the French investor is now being invited to recoup the Banque for this highly speculative preliminary outlay.

It is regarded here as unfortunate that the prospects of future Chinese loan for bona-fide industrial enterprise, and satisfactorily secured, should be prejudiced by the flotation of insufficiently considered schemes.—*Times*.

animals cannot pass. The den is so arranged that it presents a succession of excellent views to visitors as they ascend the walks. The Council desires to have animals exhibited in comfortable quarters as nearly as possible resembling their native habitat.

If you have lost your appetite one of the big variety of Sainty dishes at the ALEXANDRA CAFE is sure to tempt you.



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whether you take a trustworthy remedy, or one recommended as "just as good."

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No. 68 Peak, Mount Kellett. Church Mission Society Bungalow partly furnished. Cheap rent. No. 6 Cameron Villas, No. 59 Peak to let furnished for one year from 1st May, 1914.

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TO LET.—No. 5 Mountain View from 1st April 1914. Newly painted and colourwashed. No. 12 Beaconfield Arcade, Shop. No. 7 Mountain View. No. 7 Stewart Terrace, Peak.

FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alandra Building, Hongkong, 2nd Oct., 1913 [211]

TO LET.—"LA HACIENDA E," No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

TO LET.—from 1st May, 1914. No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co., Prince's Buildings.

TO LET unfurnished No. 4 Morrison Hill, containing 8 rooms with usual servants accommodation. For further particulars apply Property Office, JARDINE MATHESON & Co., Ltd.

TO LET.—From April 1st. The First Floor of No. 25, Des Voeux Road, Central. Suitable for Offices. Rooms can be let separately. Apply — DRAGON CYCLE Co.

Quick-Change Germs.
Dr. Roux, Director of the Pasteur Institute, has just communicated to the Academy of Science a note from Mme. Victor Henri, a scientific worker in his laboratory, relating the curious transformation of a microbe under ultra-violet rays. The bacillus under observation was that of anthrax, which was subjected to the prolonged action of the rays. Under this influence the investigator obtained a new race of microbes. This new microbe, with which guinea pigs were inoculated, communicates a new disease having a toxic character and not that of blood poisoning. The new microbes are as different from the normal anthrax microbes as the latter is from the microbe remedied, if neglected may get beyond diphtheria. Mme. Victor Henri asks, in light of this fact, whether in the course of time sight testing microbes have not submitted to the laws of evolution, and if the multitude of forms they affect do not come from primitive forms which under the action of light have been transformed and engendered new kinds of illnesses.

This discovery is regarded by biologists as important and possibly marking a step towards finding some protoplasmic form of the origin of life, but I learn from conversation with specialists that practical interest in the communication as one such as would be likely to lead to the cure of anthrax is very slight.

TO LET.

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TO LET.—OFFICES in King's Building. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

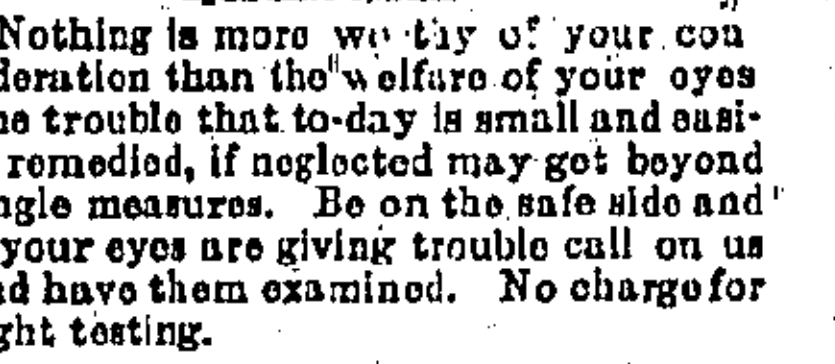
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WANTED.—To buy some old Philippine, African, Borneo or other native made Spears, Swords, Shields and etc. Must be Cheap. Answer Quick. Box "B.B." c/o "Hongkong Telegraph."

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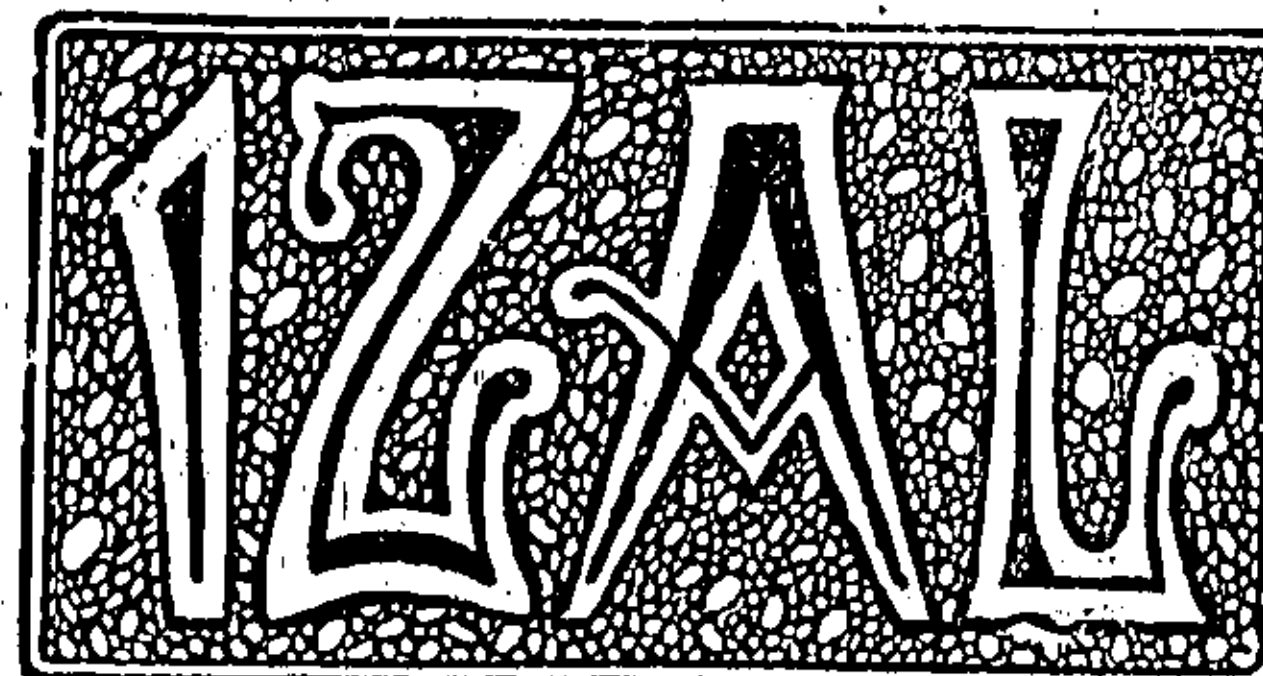
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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order,

"HONGKONG TELEGRAPH."

BIRTHS.

DARKE.—On April 27, at the Maternity Hospital, Singapore, to Mr. and Mrs. A. G. Darke, a daughter.

HALLIFAX.—On April 27, at 5, Goodwood Hill, Singapore, to Mr. and Mrs. F. J. Hallifax, a son.

DEATH.

SUDER.—On April 29, at the General Hospital, Singapore, Emil Suder, Assistant, The East Asiatic Co., Ltd.

"An object of this paper is to publish correct information, to serve the best and print the news without fear or favour."

向商民推廣真消息要助保大正論官督辦本

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Telephone: No. 1 ABC, 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, MAY 6, 1914.

A TOWN PLANNING COMMITTEE.

In an eminently sane and well-reasoned letter in our columns on Saturday a correspondent discussed a subject which has received a considerable amount of attention in the Telegraph from time to time. This is the housing question in Hongkong. Unlike most people who discuss this question, whether in the columns of a newspaper or in conversation, our correspondent was not content with railing at the state of matters but presented a practical suggestion which should command attention. Such is the condition of housing in Hongkong, and such the erratic and haphazard manner in which the city has been allowed to grow up, that the married Britisher whose income is of moderate size is, in too many instances, forced to live in too close proximity to Asiatics and Eurasians.

Our correspondent passes over the aesthetic point of view and argues that from a sanitary and health point this nearness of Europeans to Asiatics is bound to have a prejudicial effect on the European community. Just as important, too, it seems to us, is the moral effect upon children who can hardly escape being affected by unfortunate influence of Asiatics whose ways are not our ways and should not become, even in the smallest degree, the ways of our children. Aside from that, however, and judging the question solely from a business point of view, the present state of matters is wholly bad. "The Colony must remember that as a business centre its value lies largely in the good health of the European community," wrote our correspondent, and there is a vast amount of truth and solid sense packed into that sentence.

The remedy he suggests is the formation of a town planning committee, a purely honorary and advisory body which should meet occasionally and advise on the question of sites and how buildings should be allowed on vacant areas. It will always be a matter for profound regret that, years ago, some far-seeing resident did not suggest such a body and hammer at the need for it until he got his way. Hongkong to-day would have been a much more desirable place of residence if such a citizen had come forward a few decades ago. But it is not too late yet to remedy matters in some degree. There are men enough in the Colony with such expert knowledge as fits them for service on such a body. The question is whether they are energetic enough and public-spirited enough to come forward and lend a hand. It is a fact, confirmed and corroborated by the experience of every passing year, that public spirit, as it is known at home, does not flourish in the Far East. In some degree that is due to the circumstance that men who come out here do not generally find an abiding city and do not usually intend to find one. But it will be a matter for surprise if there are not found sufficient men to form a body which shall actively set itself to the work of raising a better and healthier Hongkong. There would be work for the future, which is the best and most enduring of all work.

Mr. Churchill and the Piracy.

Mr. Churchill's attitude in replying to some observations made in the House of Commons on the Tai On piracy, is anything but satisfactory. In the absence of particulars, he said, speculation on the subject would be useless. Well, when a boat is attacked by pirates and deliberately set fire to, it is fairly clear that she was not greatly protected and it can do no great harm to try and find out just what is wrong. But the second part of his statement justifies his remark about the uselessness of speculation. The British patrol in the Canton delta, he said, was believed to be sufficient for its purpose. If he believes that he will believe almost anything; and there is no use of indulging in speculations, or discussions, with a First Lord who adopts such an attitude.

Too Much "Believe."

It seems astonishing that no one, unless Reuter has missed a spiny bit of news, promptly asked the First Lord why, if the patrol was sufficient, the piracy occurred at all. That would have been a legitimate question and it might have given Mr. Churchill, with all his cleverness in getting out of an awkward corner, some difficulty in answering. If the patrol is intended to prevent piracy, then it is not sufficient, or anything like sufficient. If it is not, so intended, then it should not have been mentioned at all. "I believe," said Mr. Churchill further, "that there are a number of gunboats on the West River. There is too much believe about all this. The First Lord should have been able to give definite information to men who were sincerely anxious for information on a subject of first importance. It wants to be driven home to him that, whatever he believes or does not believe, piracy is taking place and a stronger patrol is wanted. That may not be policy, as he regards it, but it is common sense.

Reckless Cycling.

It is about time the police paid a little more attention to reckless cycling both in Hongkong and at Kowloon. So far as we can see, any young blood who happens to possess, or hire, a bicycle, is allowed to do pretty much as he likes. We have seen youths cycling along the footpaths at Kowloon, riding under dark without lights, and rushing about busy thoroughfares on machines, arms folded, while, to the obvious danger of children and adults as well. The limit was assuredly reached the other evening when two young Portuguese cycled from the Praya on this side of the harbour, on to the ferry pier, past the ticket collectors, and right over the gangway of the ferry-boat, not dismounting until they were actually on board. This sort of thing must be stopped, and a few prosecutions should do it.

To Visitors.

It would perhaps be as well if guides to tourist parties in this Colony would caution visitors inspecting the Law Courts that a conversation in loud tones can not only be heard very distinctly in the Courts, though it takes place on the top passages, but that it can, and does, achieve something further—it interferes with the business of the Court. Yesterday when Mr. Sharp opened his address in the Lintins v. Chater action, a party of tourists rendered Mr. Sharp's first few sentences practically inaudible to many persons in Court concerned and interested in the case. The interruption was not in any way the outcome of want of thought; it was merely a question of not being acquainted with the fact that the acoustic properties of the building are very eccentric.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday in the offices of the department when Mr. P. W. Goldring who was recently elected to fill the position rendered vacant by the absence on leave of Mr. F. B. L. Bowley took his seat for the first time. The business before the meeting was quite routine.

DAY BY DAY.

ONCE TO EVERY MAN AND NATION COMES THE MOMENT TO DECIDE.—Lowell.

The Weather.
Lower level 8 a.m. Temp 78; sunshiny.
At the Peak 8 a.m. Temp 66; sunshiny.

The Mails.
English Mail—per s.s. India arrived to-day.

Siberian Mail.—Closes per s.s. Gregory Apear to-day at 6 p.m.

Siberian Mail.—Closes per s.s. India to-morrow at 9 a.m.

Dogs.
A further six dogs were yesterday found straying in the streets and sent to the Dogs' Home at Causeway Bay.

Sale of Furniture.
The sale of household furniture announced by Mr. G. P. Lymmert for Friday has been postponed until Monday at 2.30 p.m.

The Hampshire.
The British cruiser Hampshire arrived at Yokohama on April 27 with a number of patients for the Naval Hospital. In the morning the Captain visited the Governor and the Assistant Mayor.

Hillside Fire.
A fire occurred yesterday, on the hillside above Jubilee Road, in the neighbourhood of 6 p.m. Pine trees and undergrowth to the extent of about one acre are reported to have been damaged.

Mr. Bucknill Indisposed Recently.
The acting Chief Justice of the Straits Settlements, the Hon. Mr. J. A. S. Bucknill, K.C., has recently suffered slight indisposition. He is better now, and took chamber work at the Supreme Court, Singapore, on April 28.

Soon Returned.
A Chinese who on March 5 was banished from the Colony for five years was arrested yesterday. He appeared at the Police Court this morning and was remanded until Friday. Mr. Otto Kong-sing defending. Bail was fixed in \$500.

Robbery at The Sun Company's Store.
The Manager of the Sun Company, of 95 Connaught Road Central, states that, between 9.30 p.m. on the 4th and 8 a.m. on the 5th inst., his shop was entered and gold-rimmed spectacles, to the value of \$693, were removed therefrom.

The China Squadron.
The British cruiser Newcastle left Nagasaki on April 21, for Miyajima, where she remained until the 25th ult. She then proceeded to Wei-hai-wei, via Chemulpo, Dairen, and Port Arthur. The Squadron assembles at Wei-hai-wei on May 11.

Theft from Boarding House.
Antonio Baptista, a Portuguese commercial traveller, living at Victoria House, Queen's Road Central, has reported to the Police that, between 2 a.m. on the 4th and 1 p.m. on the 5th inst., the sum of \$40 in cash was stolen from his room.

Empress Boat in Quarantine.
The C. P. R. steamer Empress of Russia arrived yesterday from Vancouver. Owing to a suspected case of small-pox among the crew, the vessel was sent to the Quarantine Station for fumigation, on arrival at Yokohama, but prior to this all the cabin passengers were landed.

Trouble With Chinese.
Commanders and officers of British ships have reported to the Imperial Merchant Service Guild further troubles in dealing with Chinese crews. The Guild's Clyde agent has stated that two second officers refused to sail on a steamer because she had a Chinese crew.

Lawn Tennis.
Last evening the semi-final in the Professional Pairs of the Hongkong O. C. Lawn Tennis tournament was played off, Nisbet and Phelps easily winning from Collins and Montith by two sets to love—6-4, 6-2. This evening the winners meet Hancock and Stewart in the final.

Nubia's Cargo.
The cargo shipped from Hongkong by the s.s. Nubia on the 2nd inst. included 50 bales of waste silk for Manchester; 50 bales of waste silk, 80 cases of chinaware, 1,956 bales of cane, 894 rolls of mats and matting, and 190 bales of feathers for London; 50 sacks of copra for Marseilles, as well as 98 packages of human hair; 30 cases of fire-crackers for Beyrout; and 30 cases of canned salmon for Port Said.

THE TAI ON PIRACY.

OFFICIAL INQUIRY INTO THE CIRCUMSTANCES.

COURT FINDS THE OFFICERS NOT TO BLAME.

The inquiry into the circumstances attending the piracy of the Tai On was continued to-day at the Harbour Office. The court was composed of Commander Basil Taylor R.N., president, Lt. T. D. Sharp, R.N., H.M.S. Tamar, Mr. F. T. Wheeler, master of the s.s. Kum Sang, J. W. Evans, master of the s.s. Hai Mun, and J. Robinson, master of the s.s. Singkiang.

After we went to press yesterday, Antonio Diaz, the watchman on the s.s. Tai On, said he was stationed on the starboard of the bridge armed with a rifle and revolver. He had been trained as a soldier in Portugal. At the commencement of the trouble he was just about the foremost grille. He heard a sound of shots and of people rushing forward in the direction of the bridge, and later saw a man climbing over the bridge rail on the starboard side. Witness shot him. The door in the forward grille was closed after the firing commenced. He killed five persons in the fore part and then turned his attention to the after grille.

Engineer's Story.

Wong Him, third engineer of the Tai On, said he was on duty in the engine room when he heard shots forward at about 10.15 p.m. Shortly afterwards the telegraph rang to him to stop the engines and he did so. Later he received a signal to go ahead again but he could not carry out these instructions because he was prevented by armed pirates. Ten minutes later some more pirates came into the engine room and ordered him to stop the engines. He pointed out that they were already stopped. A fireman was then ordered to go and stop the dynamo and when he refused he was hit over the head with the butt end of a revolver. Another one asked the way up to the captain and was shown the way to the boat deck. They found that the door leading to the boat deck was locked and when they returned and asked for the key witness replied that he had not it. Later as they left the engine room they threw the key into the crank pit. Just after this the telegraph again rang to go ahead but witness was again prevented by a pirate who presented a revolver at his head. Then flames commenced to come in from the main deck through a crack in the door, and witness went below and forward to the grille, shouting to the folks there to get out. Later he jumped through a cargo port and, after being in the water for about three hours, was picked up by the s.s. Shun Lee.

Went Back to his Sofa.

Wong Chin, second engineer, explained that the sound of shots awoke him on the night in question. Having heard the sound he did nothing but went back to his sofa. He did not go out to help to defend the ship because he heard a lot of pirates in the No. 2 pilot's room.

The President:—You had a revolver in your room?—Yes.

Why didn't you get up and go out and help to defend the ship?—If I had come out surely there would have been somebody to kill me. I couldn't cope with a lot of pirates.

Capt. Summerville of the s.s. Shun Lee gave evidence as to rescuing survivors from the water. He met the Lintin going up and the master of the vessel hailed him and told him that the Tai On was ashore further up. He also met the On Lee twelve minutes later but that ship made no communication to him. Eight or ten minutes after passing the Lintin witness saw the rockets going up from the Tai On. He went in as close as he could to the Tai On, anchoring in twelve feet of water. He might have gone closer but the pilots would not take him any further in.

Capt. Weatherhead of the Shiu On deposed to receiving a report from his mate that the Lintin had passed and reported that the Tai On was ashore lower down. He ran the Shiu On to within two and a half cables of the vessel and got out his boats to help save people from the ship and to assist those of the other ships standing by.

Today's Hearing.
The adjourned hearing was continued this morning when the only evidence adduced was that of the ship's comrades who was recalled.

The President:—Can you tell me how much cargo the ship was carrying?—I don't know how much there was, but I can tell you the freight.

I want to know the weight?—I don't know the weight I never take notice of that.

Witness said that they were carrying cargo of all kinds. The manifest was burnt and he would not be able to obtain one at the offices of the owners.

It was suggested that there were about 100 tons of cargo on board. The comrades amended his evidence with regard to the number of passengers on board; instead of there being a total of 513 persons on the ship, there were 433.

The Finding.
The finding of the court was as follows:—We find that the British s.s. Tai On, O.N. 95,853 of Hongkong, of which Robert Henry Wetherell, the number of whose certificate of efficiency is 08651 of London, was master, left Hongkong at 7 p.m. on April 27, 1914, on a voyage to Kongmun with a general cargo of about 100 tons, 395 passengers, of whom only 363 paid any fare, and a crew of 38.

At about 10.10, the ship being then off the island of Ki At near the Swallow entrance to the West River, some of the passengers who had embarked at Hongkong rose and attempted to gain possession of the ship, being armed with Mauser and Browning pistols. They attacked the bridge, where the master, mate and chief engineer and two armed Portuguese guards were entrenched behind iron and barbed wire grilles and loopholed bullet proof shields, who were able to repel the attack, after shooting several of their assailants, with the loss on their side of one—the chief engineer slightly wounded.

The pirates then retreated below and endeavoured to persuade some of the peaceful passengers to go up and call upon the master to surrender, and, upon their refusing to do so, shot them. They then deliberately set fire to the ship in two or three places. This was about eleven o'clock.

In the meanwhile, the officers in the intervals of fighting, fired distress signals, rockets, bombs and coloured lights, which were seen and answered by the British steamers Shun Lee, Shui On, and Hoi Sang, which were on the way down the river bound for Hongkong, and by the Chinese s.s. Wo Kwai bound for Kongmun. Those four ships rendered all assistance in their power and succeeded in rescuing some 165 persons by means of their boats.

The flames spread rapidly and the ship was shortly ablaze from stem to stern, the passengers, including the pirates and crew jumping overboard. Many, however, appear to have been unable to escape and were burnt. The anchor was let go to bring the ship's head to the wind, but the officers soon found the bow untenable and had to jump also, the master being the last to leave the ship. They were picked up with the exception of Mr. R. C. Evans who was unable to secure a lifebelt, the fire having reached his cabin when he went to get one. The ship was completely gutted, but was subsequently towed to Hongkong where the charred remains of seventeen bodies were found on board.

Besides evidence of many more, almost totally consumed by the flames.

Gallant Defence.

We find that no blame attaches to any of the certificated officers, who took all possible steps to secure the safety of the ship and conducted the defence of the bridge most gallantly. The means adopted for the defence of the bridge appear to have been most effective.

We are of the opinion that the conduct of the master of the British s.s. Lin Tan in failing to stand by the Tai On or to render her any assistance requires further enquiry as does that of the master of the On Lee who similarly failed. We also wish to point out the irregularity and very possible source of danger of the practice which seems to have been universal on board vessels on this run of carrying an unlimited number of passage runners, cargo brokers and live stock attendants who pay no fare and are commonly supposed to form an intelligence department for the pirates.

PIRACY NEAR TIGER ISLAND.

Two Chinese Held to Ransom.

The master of trading junk No. T1544H, of a capacity of 4005 piculs, and carrying a crew of 34, reports that on the night of the 2nd inst., whilst close to Tiger Island, in the Canton Delta (in Chinese waters), en route from Chan Chuen, in the Shun Tak District, to Hongkong, his junk was boarded by about 40 robbers, who arrived in three small boats. The attackers, who were armed with rifles and revolvers, ransacked the junk and took away all the cargo of any value. They also made prisoners of two accountants, whom they now hold for ransom.

TENNIS CHAMPIONSHIP.

Sir Paul Chater to Provide a New Cup.

Sir Paul Chater has kindly consented to provide the next cup to be held by the Tennis Champion of the H.K.O.C. This trophy which will take the place of the one won outright by Mr. Nesbit last week is to cost fifty guineas. The conditions concerning the contest which will be held annually for this cup are, we understand, undergoing some little alteration. We learn that as the championship of the club has been looked upon generally as the championship of the colony the competition will be open to the whole of the colony in the future. This matter is, however, receiving the attention of the committee.

ALLEGED THEFT FROM STEAMER.

The case in which three Chinese were charged with stealing 14 bars of lead from the s.s. Aldenham again came before Mr. J. R. Wood at the Police Court this morning.

Mr. Lewis, of Messrs. Johnson, Stokes and Master, prosecuted on behalf of the Company, and Mr. Otto Kong-sing defended.

After the evidence had been heard and defendants' solicitor had addressed the Court, his Worship discharged Nos. 2 and 3 and intimated that he would give his decision regarding the other defendant on Saturday. The third defendant was therefore remanded bail being raised from \$500 to \$1,000.

LOTTERY CASE FAILS.

At the Police Court, before Mr. Melbourne, this morning, three Chinese were charged with printing and publishing lottery tickets at 11, Kai Wah Lane. They were found with printing plant in their possession, and the case was brought as a test.

Mr. Agassiz, of Mr. Harding's office, defended the first defendant.

After hearing the police testimony, his Worship discharged the defendants, holding that there was no evidence to show that they actually printed or published tickets.

SIR PAUL CHATER SUED. THE CHILDAR PIRACY.

Further Argument in Interesting Case.

In the Supreme Court, this morning Mr. Justice Gompertz (Acting Chief Justice) resumed the hearing of a claim by George Lanzini, a mining engineer of Dutch nationality from Sir Catchick Paul Chater C.M.G., for \$45,000 and 1500 fully paid up shares of \$100 each in the Hongkong Iron Mining Company Limited, or, in the alternative, \$15,000, remuneration for professional services rendered.

Mr. Alabaster and Mr. Eldon Potter, instructed by Mr. Willson, of Messrs. Stephens and Willson, appeared for the plaintiff and Mr. Sharp K.C., instructed by Mr. Looker of Messrs. Deacon, Looker, Deacon and Harston, appeared for the defendant.

The statement of claim was to the effect that by an agreement in writing dated July 22, 1905, the defendant and Sir Horneusje Nowrojee Mody, since deceased, jointly contracted with the plaintiff and Archibald Campbell McMillan, since deceased, that in consideration of the plaintiff and McMillan prospecting for minerals in the New Territories and adjacent British Islands, the former would pay to the latter proper and reasonable remuneration.

From July 1905 to April 1908 with the exception of a period of three months the plaintiff rendered his services. It was stated by plaintiff that \$45,000 was a proper and reasonable remuneration for such professional services. Under an Agreement dated October 10, 1906, defendant received from the Hongkong Iron Mining Company Limited for and on behalf of the plaintiff 9000 fully paid up shares of \$100 each in the said company. The plaintiff had received from the defendant only 750 of the said shares and there was a balance of 1500 fully paid up shares due to him.

Mr. Sharp said, this morning, there were only a few words to add to what he had said in his Lordship yesterday, on two points and the first was that he found he had understated the evidence they were going to call upon the actual work done. He understood that they acquired mining rights in respect to the mine and that was the only one in regard to the whole territory in which they exercised mining rights. As to stuff in bulk as a matter of fact, he understood that not one ounce of stuff was obtained for sale even from the whole mining area. He did not know that it affected the case, but he was under the impression that yesterday he said there was. He did not know that he said so—they had the rights—and he might have conveyed to his Lordship the impression that there had been some material got for sale and he found that even that was not true. Apart from the iron mining with regard to these alleged mines, no mining rights were obtained, no mining rights were ever exercised, not even an ounce of stuff had so far been got out in pursuance of mining rights, for commercial purposes—for sale. He was not speaking of specimens, of course, as later on, such a great deal would be proved as regards specimens, but no stuff was got out in bulk for sale. He did not know how to express it better. The other point was that he was afraid Mr. Looker did not think that he (counsel) was quite clear last night as to issue four. He was of the opinion that counsel had not made the point quite clear. His Lordship would recollect that he only suggested that the Statute of Limitations referred to the new case which arose last month. It was a new case for these reasons. It was a claim for remuneration or salary. It was in the writ, it was admitted but it was not stated in the writ how the claim arose, though it was stated in the statement of claim. It was stated in the statement of claim unamended—the original statement of claim—that this remuneration was due under two heads, paragraph 3 and paragraph 6. In paragraph 3 it was due simpliciter under the 1905 written agreement. The two heads were in paragraph three for work called prospecting, which was only so-called. He would show his Lordship that the agreement

Ten Prisoners Remanded this Morning.

The seven prisoners extradited from Macao on Saturday in connection with Childar piracy, together with the three prisoners already on remand, were brought before Mr. J. R. Wood at the Police Court this morning.

The charge against the fresh batch, was that on the s.s. Childar, on the high seas, at a place 45 miles distant from the Colony, they did make an assault on mariners, and other persons, piratically and feloniously putting them in danger of their lives, and did steal money, goods and chattels to the value of \$14,000, the same being in custody of the ship.

Mr. P. M. Hodgson, acting Crown Solicitor, prosecuted, and Mr. Agassiz, of Mr. Harding's office, defended one of the prisoners, the rest being undefended.

His Worship:—These are new people, are they not? There are three people formerly charged. What would you like me to do?

Mr. Hodgson:—I would like them taken together for the present. With your Worship's permission I would like to formally prove the arrest of these people and then ask for a remand.

His Worship:—Which man are you defending, Mr. Agassiz?

Mr. Agassiz:—I appear for the woman defendant, Kwok Ah-yung your Worship.

Mr. Hodgson:—She is one of the new ones.

His Worship intimated that he had a long typewritten charge against the seven newly arrested people, and previous charges against the other three, and asked Mr. Hodgson if that was how he would like them to stand?

Mr. Hodgson replied that he would like the charges to stand like that for the present. The seven were all under one charge, on which they had been extradited from Macao, and he would have to proceed against them on that charge. There were distinct charges against the others, on the same subject matter, and he was afraid it would be impossible to separate them. He wished a short remand, and then he would proceed with part of the case as soon as possible. The earlier part would have to wait until the Childar arrived.

Detective Sergeant Brown gave evidence of arresting the first three prisoners in Hongkong. Inspector Gerrard deposed to arresting the other seven on the s.s. Tai-shan on Sunday at the Macao Steamboat wharf. They were already in custody.

Mr. Hodgson asked for a week's formal remand, and said he would then be prepared to go on as soon as his Worship could fix a date after that.

His Worship granted a formal remand until Wednesday next at 10 a.m.

Mr. Agassiz said he was instructed to apply for bail in respect of the woman prisoner. At present he was without instructions and consequently did not know the exact nature of the evidence to be adduced against his client. The Crown Solicitor, he understood, would not oppose bail if his Worship were disposed to grant it.

Mr. Hodgson:—Well, your Worship, I don't object to substantial bail.

His Worship:—Do you suggest a figure?

Mr. Hodgson:—I am afraid I must ask for \$5,000, your Worship. It is a very serious case.

His Worship:—Very well; bail in \$5,000.

covered more. In paragraph 6 it was due under express promises to pay for prospecting work done under the agreement of 1905. These were the only claims in respect of which this alleged salary or remuneration was due until last month. But last month a new claim was sprung upon them in the verbal contract in paragraph 5, in which was set out a new contract—new work. The new statement of claim—that this remuneration was due under two heads, paragraph 3 and paragraph 6. In paragraph 3 it was due simpliciter under the 1905 written agreement. The two heads were in paragraph three for work called prospecting, which was only so-called. He would show his Lordship that the agreement

BILLIARDS

Soldiers' Club Tournament.

The first two games between the Hongkong Volunteers and the "A" Team of the Royal Engineers played last night, to decide who is to meet the H.K. Police and Warders in the final heat of the Soldiers' Club tournament, resulted in a win for the civilians by 105, the best break of the evening being one of 25 by Q. M. S. Black, R.E.

Scores:—	
H.K. Volunteers.	
Bishop	250
Barlow	250
500	
R.E. "A" Team.	
Q. M. S. Black	220
Collings	175
395	

but it did not mention prospecting; it was something wholly distinct. Mr. Alabaster argued that the claim was not covered by the agreement of 1905 but he said it was.

He hoped his Lordship would keep that quite clear because it was important. Therefore, salary or remuneration was the claim as interpreted by the statement of claim. Up to this month when the amendment was made, the claim was as in the writ and the statement of claim was for remuneration under those two heads only, and, therefore, he said it was a new claim and that was why he dealt with it in the way he did yesterday. It was as much a new claim as in the case of a man who agreed to build a house coming along two years later and saying "Oh, but there was a verbal agreement to build a ship."

He said that it was not a house but it was the same matter. There was a time, continued counsel, when the Statute of Limitations did not apply to cases between partners, but now there was the right for one partner to bring an action against another partner which previously had only been limited to certain cases, and wherever the right existed the statute ran.

His Lordship:—As soon as the partnership is determined.

FROM EUROPE.

THE H. A. L. Steamship

"FURST BULOW," Captain F. Jaeger, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 6th May, at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

This steamer brings on cargo:—

ex s.s. "Frank" from Abus

"Bjdru" from Drammen

"Sephora Worms" from Bordeaux

"Germania" from Goteborg

"Brunla" from Skien

"Jelo" from Drammen.

Hongkong, 30th April, 1914.

To Sail

FOR SINGAPORE, PENANG RANGOON AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius).

THE Steamship

"MUTTRA," Capt. R. A. Holman, will be despatched for the above ports on FRIDAY, the 8th inst., at 3 p.m.

For Further Particulars, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 5th May, 1914. [555]

DAIRY FARM NEWS.

RECEIVED

NEW SHIPMENTS OF FRESH SIBERIAN SALMON.

SMOKED

FILLETS, HADDOCKS, KIPPERS.

Consignee

NORDDEUTSCHER LLOYD, BREMEN. FREIGHT LINE. NOTICE TO CONSIGNEES.

THE Steamship

"HELGOLAND," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 10th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of May, at 9.30 a.m.

All claims must reach us before the 15th of May, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN & CO. Gen'l Agents.

Hongkong, 4th May, 1914. [552]

To-day's Advertisements

NOTICE.

MR. AUGUST METZLER having left our employ by mutual consent ceases to sign our firm per procurator.

We have this day authorized MR. ALBERT NATHAN-SOHN

MR. PRANZ WEGMANN & MR. LUDWIG VICTOR LANGSTEIN

to sign our firm per procurator: ARNHOLD, KARBERG & Co. Hongkong & Canton, May 6, 1914.

PACIFIC MAIL STEAMSHIP COMPANY.

s.s. "SIBERIA" From SAN FRANCISCO JAPAN PORTS AND MANILA.

The abovementioned vessel having arrived consignees of cargo are hereby notified to send in their Bill of Lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board Friday, May, 8th, 1914 at Noon will be landed at consignees' risk and expense.

Cargo remaining undelivered Wednesday, May 13th, 1914 at 5 p.m. will, in addition to landing charges be subject to storage charges.

No Fire Insurance will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown, Monday May 11th, 1914 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail s.s. Co.

All claims must be filed on or before June 6th, 1914, otherwise they will not be recognized.

R. C. MORTON, Agent.

Hongkong 6th May, 1914. [556]

To-day's Advertisements

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

The Steamship "BENLEDI," From ANTWERP MIDDLESBRO LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 20th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th May, 1914. [557]

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG & SINGAPORE.

THE Company's Steamship

"LOVAT" having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon the 7th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers.

Hongkong, 6th May, 1914. [558]

COMPAGNIE DES MAS-SAGERIES MARITIMES.

NOTICE TO CONSIGNEES

s.s. "MAGELLAN"

Consignees of Cargo from London ex s.s. "Normand"

Consignees of Cargo from Havre ex s.s. "Medoc"

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 11th inst., at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th inst. or they will not be recognized.

All damaged packages will be examined on the 11th instant at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 4th May, 1914. [559]

MACKINTOSH

& CO., LTD. MEN'S WEAR, SPECIALISTS

WHITE

BOOTS and SHOES

IN CANVAS OR BUCKSKIN.

SMART SHAPES, SOUND MATERIALS.

FROM \$8.00 PER PAIR.

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TEL. 346.

DRESS DEPARTMENT "RATINE" SPONGE CLOTH.

A PERFECT WASHING FABRIC

FOR SUMMER WEAR.

VERY EFFECTIVE AND FAST COLOURS.

NOTE.—We stock the Finest Quality, in this New Material which is necessary for the climate.

J. ULLMANN & CO. JEWELLERS, WATCHMAKERS, OPTICIANS. LARGE SELECTION OF

WRIST WATCHES FOR LADIES & GENTLEMEN.

Prices Right ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO. Corner of Flower Street.

THE ANDERSON MUSIC CO., LTD.

THE GREAT "ALLISON" ENGLISH PIANO.

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AT THE PRICE OF A CHEAP ONE.

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WATER OF - -

JAPAN. - - -

The Rising Generation should be protected against the dangers of ordinary Drinking water out here.

GIVE THE CHILDREN

WILKINSON'S TANSAN

or such Sweets Drinks as

TANSAN LEMONADE,

TANSAN GINGER ALE,

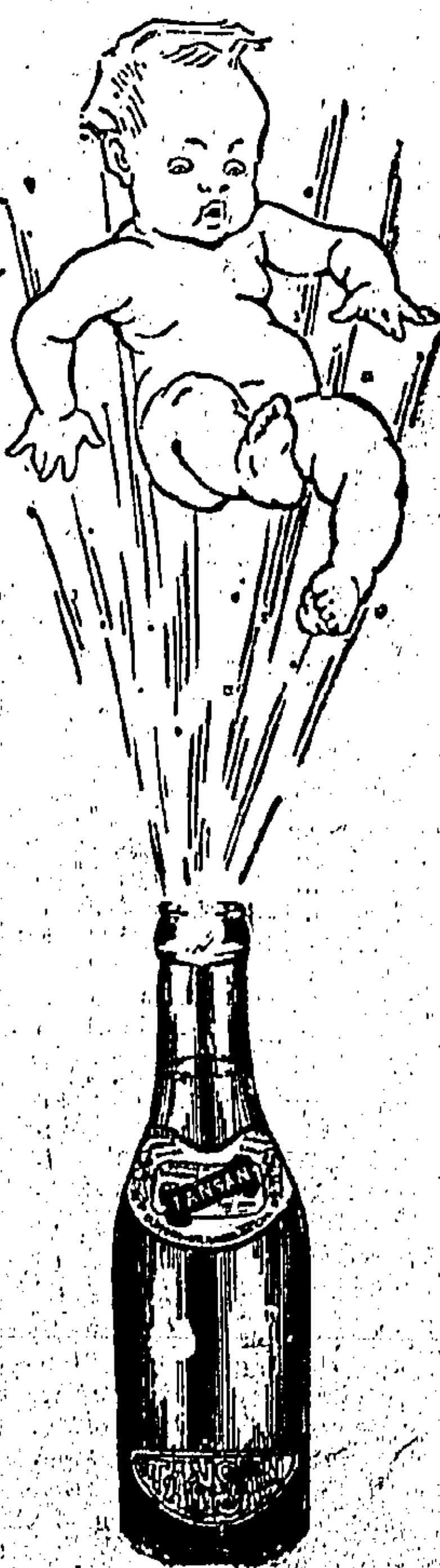
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All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only.) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

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APCAR LINE.

Regular Service between CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE & MOJI on 6th May.

S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched for YOKOHAMA KOBE & MOJI on 16th May.

WESTWARD.

S.S. "Mitra," 4,644 tons, Capt. Holman, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA, on 8th May.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA, on 14th May.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, May 5, 1914.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI:—23, FOOCHOW ROAD. YOKOHAMA:—32, Water Street. MANILA:—Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

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Regular Sailings from JAPAN, CHINA AND PHILIPPINES via STRAITS and COLOMBO.

Marseilles, Havre, Emden, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle Wash. and Portland (Or.)

Tanker Cargo at Through Rates to all European North American and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South America Ports.

Next Sailings from Hongkong:

For S'hai, Kobe & Yokohama	Segovia	28th May
"	Andalusia	29th May
"	Preussen	8th June
"	Silesia	18th June
"	Spezia	29th June
"	C. Ferd. Laeisz	3rd July
"	Senegambia	17th July
"	Scandia	27th July
For Victoria, V'vor, S'ito & P'land	Sambila	17th May
"	Saxonia	10th June
"	Suevia	12th July
"	Alesia	14th Aug.

For H're R'dam, B'men, H'burg	Bayern	6th May
For Havre, Antwerp & H'burg	Arabia	14th May
For Victoria, V'vor, S. & P. (Or.)	Sambila	15th May
For Havre, Emden, & Hamburg	Uckermark	15th May
For M'les, R'dam, H'burg, A'werp	Brigavia	24th May
For M'les, H're, B'men & H'burg	Altmark	28th May
For R'dam, Hamburg & A'werp	Brasilis	6th June
For Havre & Hamburg	Furst Bulow	5th June
For R'dam, Hamburg & A'werp	Wuerttemberg	19th June
For Marseilles & Hamburg	Sudmark	23rd June
For Havre Emden & H'burg	Segovia	4th July
For R'dam, H'burg & A'werp	Goldenele	13th July

For Further Particulars, apply to
Hamburg-Amerika Linie,
Hongkong Office.

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said	Mishima Maru Kaga Maru Capt. Tabusa	T. 16,000 {WEDNES., 6th May, 10 a.m. T. 12,500 {WEDNES., 20th May, at 10 a.m.

VICTORIA, B.C., and SEATTLE, via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Aki Maru Capt. Noma	T. 12,500 {TUESDAY, 19th May, at 4 p.m.
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SYDNEY & MELBOURNE, via Manila, Thureday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda	T. 9,600 {WEDNES., 6th May.
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CALCUTTA, via S'pore, Penang & Rangoon	Jinsen Maru Capt. Terada	T. 5,000 {THURSDAY, 7th May.
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BOMBAY via Singapore and Colombo	Hitachi Maru Capt. Sato	T. 12,500 {THURS., 7th May, at 11 a.m.
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KOBE & Yokohama	Bombay Maru Capt.	T. 5,000 {WEDNESDAY, 6th May.
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KOBE & Yokohama	Hakata Maru Capt. Nomura	T. 12,500 {MONDAY, 11th May.
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1 Cargo only. Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st class	\$135	\$122	\$108	\$35
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan. For further information apply to Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Luchow	7th May at 4 p.m.
SHANGHAI & TSINGTAU	Chenan	9th May at m'night
WEIHAWEI & TIENSIN	Kueichow	12th May at 4 p.m.
MANILA, CEBU & ILOILO	Taming	12th May at 4 p.m.
HONGKONG & HAIPHONG	Kaifong	13th May at 10 a.m.
SHANGHAI	Anhui	14th May at 4 p.m.
SHANGHAI & TSINGTAU	Yingchow	16th May at m'night

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamer, "Anhui," "Chenan," "Shaohsing," and the S.S. "Kanchow."

"Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the state-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong 6th May, 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T., Commander Kakhiani, is expected to arrive here about the middle of May 1914.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent.

Hotel Manelona, 3rd Floor.

Hongkong, May 4, 1914.

Tel. No. 1224.

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	TUES., 12th May, 4 p.m.
Zalro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	FRI., 22nd May, 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS.

Hongkong, 4th May, 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
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Tjikini	JAVA	1st half May	JAPAN	1st half May
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Tjilong	S'HAU	1st half May	JAVA	1st half May
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Tjipanas	JAVA	1st half May	S'HAU	2nd half May
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Tjitaroen	JAPAN	2nd half May	JAVA	2nd half May
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Tjimahi	JAVA	2nd half May	JAPAN	2nd half May
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Tjibodas	JAVA	2nd half May	JAVA	1st half June
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Tjimanock	JAVA	1st half June	S'HAU	1st half June
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Tjilatjap	JAVA	1st half June	JAPAN	1st half June
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The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

Yok Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed	Leave Hongkong.
Chiyo Maru	22,000	21 knots	Tues., 19th May.
Tenyo Maru	22,000	21 knots	Tues., 16th June.
Nippon Maru	11,000	18 knots	Tues., 23rd "
Shinyo Maru	22,000	21 knots	Tues., 14th July.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months): £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291.

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire	2nd May.	29th May, 10 a.m.
St. Albans	23rd May.	19th June, "
Eastern	13th June.	10th July, "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light. Excellent Cuisine.

FOU SWATOW, AMOY AND FOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
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Haitan	A. H. Stewart	FRIDAY, 8th May at 11 a.m.
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Haiyang	A. E. Hodgins	TUESDAY, 12th May at 11 a.m.
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Halching	W. C. Passmore	FRIDAY, 15th May at 11 a.m.
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FOR SWATOW.

Haimun	J. W. Evans	WED., 6th May at 11 a.m.
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Haimun	J. W. Evans	SUNDAY, 10th May at 10 a.m.
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Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.

General Managers.

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LOG BOOK.

Deep-Sea Harbour For Belawan.

The *Synatra* Port in initiated

that the Government has decided

to adopt the deep-sea harbour

plan for Belawan rather than the

coastal harbour scheme, thus

discarding the original Nobel

plan, which proposed the build-

ing of a new coastal harbour that

would fit into the plan of a deep-

sea harbour to be constructed

later on. The works at Belawan

will now be executed in the fol-

lowing order. First the most

urgent extensions will be made

to the present harbour. Mean-

while, the dredging of the

channel will be continued, and

the plans prepared and prepara-

tions made for the construction

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
SHANGHAI, Kobe & Moji	Kwongsang	Fri., 8th May at 12 light
YAMAGUCHI, Kobe & Moji	Loongsang	Sat., 9th May at 2 p.m.
MANILA, Fuzhou & Cebu	Kumsang	Sat., 9th May at 2 p.m.
SHANGHAI & Tsingtau	Choyssang	Sun., 10th May at 12 light
SHANGHAI & Cebu	Loval	Tues., 12th May at 2 p.m.
MANILA	Yuensang	Sat., 16th May at 2 p.m.

Return Tours to Japan.

The steamers "Kumsang," "Namsang," and "Lalsang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Loval," "Yatshing," and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with electric light. A duly qualified surgeon is also carried. Steamers have superior accommodation for first-class passengers, and are fitted throughout with electric light. Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau, etc. Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton, and Labuan. For Freight or Passage, Apply to JARDINE, MATHESON & CO., LD., General Managers.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service—Homebound.

For	Steamers	Date of Sailing
LONDON, ROTTERDAM & ANTWERP	Cardiganshire	15th May.
LONDON, ROTTERDAM & ANTWERP	Radnorshire	26th June.
Trans-Pacific "Shire" & "Glen" Joint Service		
TORIA VVER STLE, TACOMA & PLAND.	Carnarvonshire	28th May.
TORIA VVER STLE, TACOMA & PLAND.	Monmouthshire	29th June.

Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America. For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking passengers and cargo at current rates. For Freight and Passage, apply to JARDINE, MATHESON & CO., LD., Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

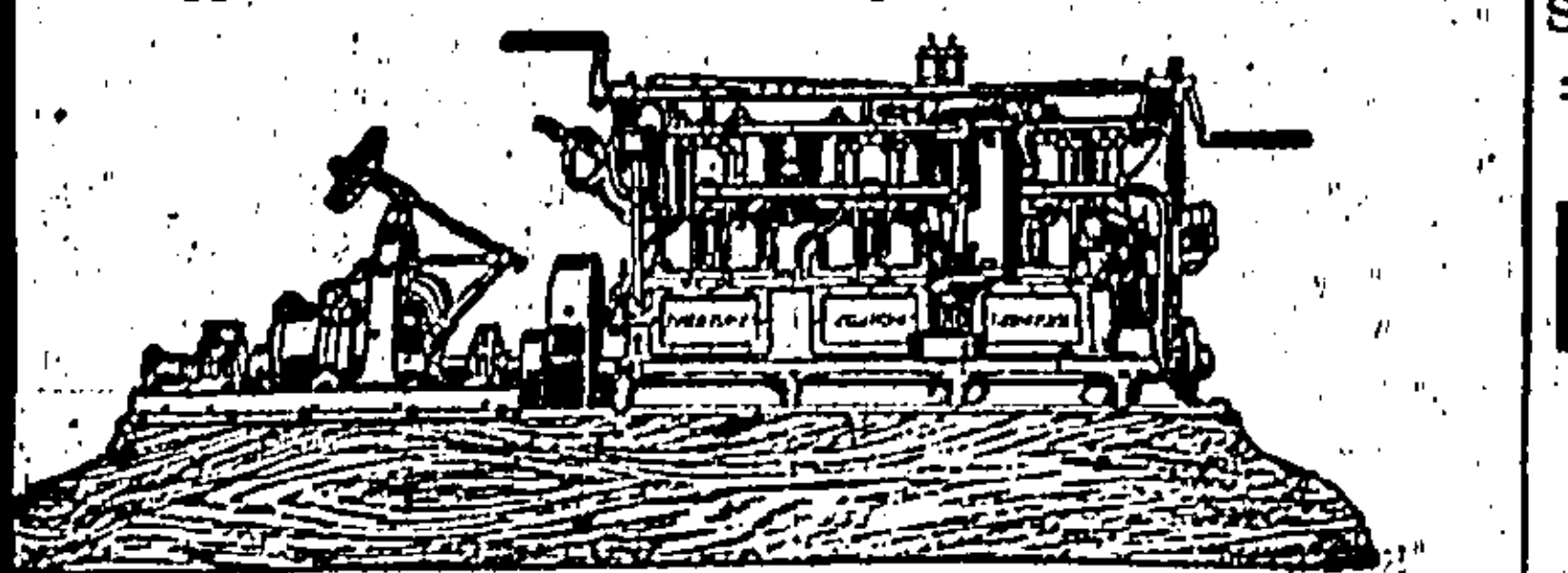
BUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEWRIGHTS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS. Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Class of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6" Pumps empty Dock in 2-3/4 hours. THREE PATENT SLIPWAYS taking vessels up to 3,000 ton—placement, providing conditions for painting ships with most recent results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons. 50-Ton Hydraulic TESTING MACHINE for Chains Wire Ropes, etc.

JOHN I. THORNYCROFT & CO., LTD. PETROL & KEROSENE MARINE MOTORS 7-1/2 150 B. H. P. As supplied to the British Admiralty & War Office.



C.6 type Motor and Reserve Gear. B.H.P. Paraffin 70. Petrol 80. MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION. MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office. BUTTERFIELD & SWIRE HONGKONG, CHINA AND JAPAN AGENTS. Telegraphic Address: "TAIKOODOCK" TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London, via Usual Ports of Call	Assaye	P. & O.	9, May
London, Rotterdam and Antwerp	Carshire	J. M. Co.	12, May
N'les, G'oa, A's, Lisbon S'ton, etc.	Buelow	M. & Co.	13, May
London & A'werp via S'pore etc.	Namur	P. & O.	13, May
Hamburg & Antwerp & Co.	Arabia	H. A. L.	14, May
Havre, Emden & Hamburg	Uckermark	H. A. L.	15, May
Trieste, via Singapore, Penang, Colombo, etc.	Bohemia	S. W. Co.	15, May
Marseilles, Antwerp, Rotterdam, Hamburg & Bremen	Sigmaringen	M. Co.	16, May
London, Rotterdam & Antwerp	Card'shire	J. M. Co.	18, May
Marseilles via Ports	Dumbea	M. M.	19, May
Havre, D'kirk, & Hamburg	Schwartzburg	H. A. L.	19, May
M'seilles via S'gon, S'pore, C'bo, Port Said	Cordillere	M. M. Co.	19, May
P'dam, Hamburg & Antwerp	Brigavina	H. A. L.	22, May
London, Hull and Antwerp	Glenlogan	S. T. Co.	22, May
Havre, Bremen and Hamburg	Altmark	H. A. L.	1, June
Rottterdam, & Hamburg	Brasilina	H. A. L.	6, June
Havre, & Hamburg	Furst Bulow	H. A. L.	6, June
M'les, R'dam, E'burg & Bremen	Helgoland	M. Co.	6, June
Marseilles, Rotterdam etc.	Altair	M. Co.	6, June

NEW YORK, SAN FRANCISCO AND CANADA.

New York via Ports & Suez Canal	Indrasamha	J. M. Co.	7, May
San Francisco via S'hai & Japan & Co.	P. M. Co.	P. M. Co.	9, May
San Francisco via S'hai & Japan & Co.	Shinyo M.	T. K. K.	11, May
Vancouver via S'hai & Japan & Co.	E. of Russia	C. P. R.	13, May
V'toria, V'yer, S'tle & Portland	Sambha	H. A. L.	13, May
V'toria, B.C., T'ma via Japan & Co.	Tacoma M.	O. S. K.	14, May
Seattle via Nagasaki et.	Minnesota	N. Y. K.	15, May
Boston and New York	Chalister	D. & Co.	15, May
San F'co via Manila & Japan & Co.	Chiyo M.	T. K. K.	19, May
V'tor a, B.C. S'tle via Shanghai & Co.	Aki M.	N. Y. K.	19, May
Boston & New York	Kioto	B. L.	25, May
San F'co via Manila & Japan & Co.	China	C. P. R.	27, May
V'toria, B.C., T'ma via S'hai & Co.	Panama M.	O. S. K.	27, May
Victoria, V'yer, S'tle & P'land	E' India	J. M. Co.	28, May
Vancouver, & Co.	Carshire	J. M. Co.	28, May
V'toria, V'yer, S'tle, T. & P.	Monteagle	C. P. R.	1, July

AUSTRALIA.

Australian Ports via Manila	P. Waldemar	M. & Co.	16, May
Aust. alia	Empire	G. L. Co.	29, May
Australia	St. Albans	G. L. Co.	19, June
Australia	Eastern	G. L. Co.	10, July

SINGAPORE, COAST PORTS AND JAPAN

Kobe and Yokohama	Hitachi M.	N. Y. K.	7, May
Shanghai	India	P. & O.	7, May
Yokohama, Kobe and Moji	Fooksang	J. M. Co.	7, May
Bombay via Singapore Colombo	Jinsen M.	N. Y. K.	7, May
Shanghai, Kobe & Moji	G. Apcar	D. S. Co.	8, May
Bombay via S'pore, Port S'ham, Penang & Colombo	Indo M.	O. S. K.	8, May
Swatow, Amoy and Foochow	Haitan	D. L. Co.	8, May
Singapore, Penang and Calcutta	Loval	J. M. Co.	8, May
Canton	Sosho Maru	O. S. K.	8, May
Singapore, Penang & Rangoon	Muttra	D. S. Co.	8, May
Moji Kobe and Yokohama	Riojun M.	D. & Co.	9, May
Shanghai and Tsingtau	Chenan	B. & S.	9, May
Manila	Loongsang	J. M. Co.	9, May
Tamsui via Swatow & Amoy	Daijin Maru	O. S. K.	10, May
Shanghai and Tsingtau	Choyssang	J. M. Co.	10, May
Shanghai, Kobe and Yokohama	Segovia	H. A. L.	11, May
Jessellton, Kudat and Sandakan	Borneo	M. Co.	11, May
Kobe and Yokohama	Hakata M.	N. Y. K.	11, May
Kobe and Moji	Dunera	D. S. Co.	11, May
Manila, Cebu and Iloilo	Tarong	B. & S.	12, May
Singapore, Penang & Calcutta	Torilla	D. S. Co.	12, May
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	12, May
Manila, Mangarin, Cebu & Iloilo	Rubi	S. T. Co.	12, May
Manila, Cebu & Iloilo	Taming	B. & S.	12, May
Singapore, Penang and Calcutta	Kumsang	J. M. Co.	12, May
Weihaiwei & Tientsin	Kueichow	B. & S.	12, May
Amping, Takao via S'tow & Amoy	Sosho Maru	O. S. K.	13, May
Hoihow and Haiphong	Kailong	B. & S.	13, May
S'hai, Nagasaki, Kobe & Y'hama	P. Ludwig	M. & Co.	14, May
Shanghai	Anhui	B. & S.	14, May
S'pore, P'ang, & C'outa	Dilwara	D. S. Co.	14, May
Shanghai, Moji, Kobe & Y'hama	Nelore	P. & O.	15, May
Y'hama, Kobe and Moji	Japan	D. S. Co.	16, May
Manila	Yuensang	J. M. Co.	16, May
Bombay via S'pore etc.	Annam M.	O. S. K.	16, May
Shanghai, Kobe and Yokohama	Polynesien	M. M. Co.	17, May
Tamsui via Swatow and Amoy	Daiji Maru	O. S. K.	17, May
Shanghai, Kobe and Yokohama	Emden	H. A. L.	21, May
Shanghai, Kbbe and Yokohama	Sambha	H. A. L.	21, May
Shanghai, Kobe and Yokohama	Borkym	M. Co.	21, May
Manila, Mangarin, Cebu & Iloilo	Zafra	S. T. & Co.	22, May
Singapore, Batavia, Cheribon, etc.	Hokuto M.	D. & Co.	25, May
Kobe	Coblentz	M. Co.	26, May
Shanghai, Kobe and Yokohama	Friska	H. A. L.	29, May
Shanghai, Moji, Kobe & Y'hama	Navara	P. & O.	End May
Bombay via Singapore etc.	Luzon M.	O. S. K.	5, June
Shanghai	Africa	S. W. Co.	5, June
Moji, Kobe and Yokohama	Banni M.	D. & Co.	10, June
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	18, June
Batavia, Cheribon, Samarang, & Co.	Tjibon	J.C.J. L.	Q. desp.
Japan	Tjilatjap	J.C.J. L.	Q. desp.
Shanghai	Tjilatjap	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, & Co.	Tjilatjap	J.C.J. L.	Q. desp.
Shanghai	Tjilatjap	J.C.J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Shanghai	India
Haiphong	Hue
Shanghai	Luchow
Japan	Fooksang
Shanghai	Kwongsang

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Europe	Montrose
Singapore	Bayern

CANADIAN MAIL.

The C. P. R. s.s. MONTEAGLE left Yokohama on the 18th ult. between 2 & 4 p.m.
The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on the 3rd May, between 6 & 8 p.m.
The C. P. R. s.s. EMPRESS OF INDIA left Vancouver on the 30th April.
The C. P. R. s.s. EMPRESS OF JAPAN left Nagasaki on the 5th inst. at 2 p.m. and is due to arrive at Kobe on the 6th inst. at 3 p.m.

AMERICAN MAIL.

The P. M. s.s. KOREA will be despatched from this port on the 9th May, at 1 p.m. for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu.
The P. M. s.s. NILE arrived at San Francisco on the 23rd April.
The P. M. s.s. SIBERIA arrived at Manila on the 2nd May, at 10 a.m. and will leave that port on the 4th May at 4 p.m. which makes her due to arrive at Hongkong on the 6th May, morning, at about 8 o'clock.

AUSTRALIAN MAIL.

The E. & A. s.s. ST. ALBANS left Sydney for this Port (via Queensland Ports, Port Darwin, Timor and Manila) on the 29th Apr. and may be expected to arrive here on or about 23rd May.
The I. G. M. s.s. COLENZ left Sydney on the 2nd inst. at 2 p.m. and may be expected here on or about the 24th inst.

GERMAN MAIL.

The I. G. M. s.s. LUTZOW which left here on the 30th Apr. at 8 p.m. arrived at Shanghai on the 3rd inst. at 8 a.m.
The I. G. M. s.s. PRINCESS ALICE which left here on the 28th Apr. at 3 p.m. arrived at Singapore on the 5th inst. at 8 a.m.
The I. G. M. s.s. PRINZ LUDWIG carrying the German mails with dates from Berlin of the 15th Apr. left Calcutta on the 3rd inst. a.m. and may be expected here on or about the 14th inst.

MERCHANT STEAMERS.

The N. Y. K. s.s. HITACHI MARU (European Line) left Calcutta for this port via Singapore on the 23rd Apr. and is expected here on the 6th May.
The N. Y. K. s.s. JINSEN MARU (Bombay Line) left Kobe for this port on the 29th Apr. and is expected here on the 6th May.
The N. Y. K. s.s. HAKATA MARU (Calcutta Line) left Calcutta for this port on the 21st Apr. and is expected here on the 10th May.
The N. Y. K. s.s. AKI MARU (American Line) left Yokohama for this port on the 19th May.
The N.Y.K. s.s. SADO MARU (American Line) left Seattle for this port on the 21st Apr. and is expected here on the 24th May.
The N. Y. R. s.s. KITANO MARU (European Line) left London for this port via ports on the 25th Apr. and is expected here on the 3rd June.
The Mogul Line s.s. MONTROSE left United Kingdom for Hongkong via Straits on the 4th ult. and is expected to arrive here on or about the 7th May.
The s.s. JAPAN sailed from Calcutta on the 25th ult. and may be expected here on or about the 11th May.
The H. A. L. s.s. BAYERN left Singapore on the 3rd inst. a.m. and may be expected here on or about the 7th a.m.
The I. C. S. N. s.s. FANSANG from Saigon is due at Hongkong on the 6th May.
The I. C. S. N. s.s. MAUSANG from Saigon is due at Hongkong on the 6th May.
The S. L. s.s. DENBIGHSHIRE passed the Canal on the 14th inst. and is due at Hongkong on the 10th May.
The S. L. s.s. CARDIGANSHIRE from Seattle is due at Hongkong on the 14th May.
The S. L. s.s. CARNARVONSHIRE from London is due at Hongkong on the 25th inst.
The s.s. DUNERA sailed from Calcutta on the 1st May, and may be expected here on or about the 17th inst.

VESSELS IN PORT.

Steamers.

Anhui, Br. s.s. 1,355, J. B. Harris, 27th ult. Shanghai, 23rd ult. Gen.—B & S.	Bechnana, Br. s.s. 1,126, Bulkley, 27th ult.—Manoran, Coal—D. & Co.	Fornley, Br. s.s. 2,964, Appleton, 27th ult.—Ching Wan Tao, 21st Coal—C. E. M. & Co.	Huichow, Br. s.s. 1,216, M. Sbaue, 27th ult.—Seenkon, 20th ult. Gen.—B. & S.	L. Scheff, Ger. s.s. 1,012, A. Struve, 27th ult.—Saloon, 23rd ult. Rice—S. & Co.	Aldenharn, Br. s.s. 2,410, G. L. Smith, 28th ult.—Kobe, 23rd ult. Gen.—G. L. & Co.	Korea, Am. s.s. 5,651, A. W. Nelson, 28th ult.—San Francisco, 4th ult. Gen.—P. M. & Co.	Kirin Maru, Jap. s.s. 2,355, M. Nakamura, 30th April—Moji, Common—N. Y. & Co.	Lutzow, Ger. s.s. 4,115, H. Textor, 29th ult.—Bremen, 18th March, Gen.—M. and Co.	Bohemia, Am. s.s. 4,300, Meers, 30th ult.—Singapore, 25th ult. Gen.—S. W. & Co.	Chingchow, Br. s.s. 1,195, J. Doyle, 1st inst.—Kwang-yen, 29th ult. Gen.—U. Apcar, Br. s.s. 2,961, J. E. Drake, 1st inst.—Calcutta, 15th ult. Gen.—D. S. & Co.	Hong Won I, Br. s.s. 2,060, J. Mason, 30th ult.—Singapore, 25th ult. Gen.—Order.	Minnesota, Am. s.s. 2,711, J. W. Faddock, 1st inst.—Seattle, 26th Mar. Gen.—C. N. S. & Co.	Albiana, Br. s.s. 2,408, Wm. Dunbar, 1st inst.—Obing-wan-tao, 24th ult. Coal—D. & Co.	Chowtai, Ger. s.s. 1,115, G. Gutemann, 2nd inst.—Swatow, 1st inst. Gen.—B. & S.	Kaijo Maru, Jap. s.s. 1,905, Y. Yamamoto, 2nd inst.—Swatow, 1st inst. Gen.—O. K. K.	Borneo, Ger. s.s. 1,355, J. Koehler, 3rd inst.—Sandakan, 27th ult. Gen.—M. & Co.	Empire, Br. s.s. 2,843, E. Flicher, 2nd inst.—Sydney, 25th Mar. Gen.—G. L. & Co.	Fuiching, Chinese s.s. A. B. Baines, 3rd inst.—Shanghai, Gen.—C. M. S. N. & Co.	Kwongsang, Br. s.s. 1,428, W. F. Richard, 3rd inst.—Swatow, 2nd inst. Gen.—J. M. & Co.	Kumsang, Br. s.s. 2,011, Wheeler, 4th inst.—Moji, 29th ult. Coal—J. M. and Co.	Mishima Maru, Jap. s.s. 5,011, S. Wada, 4th inst.—Japan, 27th ult. Gen.—N. Y. K.	Nikko Maru, Jap. s.s. 3,446, R. Takeda, 4th inst.—Nagasaki, Gen.—N. Y. K.	Promelien, Norw. s.s. 1,042, Jansen, 4th inst.—Bangkok, 27th ult. Rice—Chinese.	Seangchoon, Br. s.s. 3,722, Graves, 4th inst.—Singapore, 29th ult. Gen.—Order.	Bombay Maru, Jap. s.s. 3,308, S. Komatsu, 5th inst.—Bombay, 17th ult. Gen.—N. Y. K.	E. of Russia, 8,789, W. Davison, 5th inst.—Vancouver, 16th ult. Gen.—C. P. R. Co.
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WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS.

Hongkong, 3rd October, 1913.

GUARD AGAINST PLAQUE

BY USING C.N.

CHINA COMMERCIAL CO. 3 Duddell St.

TIDE TABLE.

4th Apr. to 10th May, 1914.

	High Water	Low Water	High Water	Low Water
	Hongkong	Hongkong	Hongkong	Hongkong
Mon.	4	10	4	10
Tues.	5	11	5	11
Wed.	6	12	6	12
Thurs.	7	13	7	13
Fri.	8	14	8	14
Sat.	9	15	9	15
Sun.	10	16	10	16

m morning. a afternoon.

SUMMER EXCURSIONS TO JAPAN

BY THE STEAMERS OF CANADIAN PACIFIC S.S. LINE. PACIFIC MAIL S.S. CO. TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired. Passengers may go and/or return VIA MANILA without additional charge by steamers calling at that Port, so indicated in schedule of sailings shown below. The Steamers operated by the Companies named are the largest, fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

From JAPAN.				To JAPAN.				
YAMAHA LEAVE	KORE LEAVE	NAKASAKI LEAVE	II KO ARRIVE	STEAMER	HONG LEAVE	NAKASAKI ARRIVE	KORE ARRIVE	YAMAHA ARRIVE
—	—	—	—	MANCHURIA...	6 June	1 June	1 June	1 June
—	—	—	—	KANG OF JAPAN...	10 June	14 June	16 June	18 June
3 June	4 June	6 June	11 June	TENYO MARU	10 June	14 June	16 June	18 June
5 June	6 June	8 June	13 June	NIPPON	12 June	16 June	18 June	20 June
7 June	8 June	10 June	15 June	E. OF JAPAN...	14 June	18 June	20 June	22 June
9 June	10 June	12 June	17 June	OF INDIA	16 June	20 June	22 June	24 June
11 June	12 June	14 June	19 June	MONTAGLE	18 June	22 June	24 June	26 June
13 June	14 June	16 June	21 June	E. OF RUSSIA...	20 June	24 June	26 June	28 June
15 June	16 June	18 June	23 June	SENJO MARU	22 June	26 June	28 June	30 June
17 June	18 June	20 June	25 June	OF JAPAN...	24 June	28 June	30 June	2 July
19 June	20 June	22 June	27 June	PERIA	26 June	30 June	2 July	3 July
21 June	22 June	24 June	29 June	SILFO DIARU	28 June	2 July	3 July	5 July
23 June	24 June	26 June	31 June	KOREA	30 June	3 July	4 July	6 July
25 June	26 June	28 June	3 July	OF INDIA...	2 July	4 July	5 July	7 July
27 June	28 June	30 June	3 Aug	SIBERIA	4 July	5 July	6 July	8 July
29 June	30 June	2 July	5 Aug	OF ASIA	6 July	7 July	8 July	10 July
31 June	2 July	4 July	7 Aug	MANCHURIA...	8 July	9 July	10 July	12 July
3 July	4 July	6 July	9 Aug	E. OF JAPAN...	10 July	11 July	12 July	14 July
5 July	6 July	8 July	11 Aug	TENYO MARU	12 July	13 July	14 July	16 July
7 July	8 July	10 July	13 Aug	NILE	14 July	15 July	16 July	18 July
9 July	10 July	12 July	15 Aug	E. OF RUSSIA...	16 July	17 July	18 July	20 July
11 July	12 July	14 July	17 Aug	MONTAGLE	18 July	19 July	20 July	22 July
13 July	14 July	16 July	19 Aug	NIPPON MARU	20 July	21 July	22 July	24 July
15 July	16 July	18 July	21 Aug	OF INDIA...	22 July	23 July	24 July	26 July
17 July	18 July	20 July	23 Aug	E. OF INDIA...	24 July	25 July	26 July	28 July
19 July	20 July	22 July	25 Aug	SENJO MARU	26 July	27 July	28 July	30 July
21 July	22 July	24 July	27 Aug	OF JAPAN...	28 July	29 July	30 July	31 July
23 July	24 July	26 July	29 Aug	PERIA	30 July	31 July	1 Aug	3 Aug
25 July	26 July	28 July	31 Aug	SILFO DIARU	1 Aug	2 Aug	3 Aug	5 Aug
27 July	28 July	30 July	3 Sept	KOREA	2 Aug	3 Aug	4 Aug	6 Aug
29 July	30 July	31 July	5 Sept	OF INDIA...	4 Aug	5 Aug	6 Aug	8 Aug
31 July	1 Aug	2 Aug	7 Sept	MANCHURIA...	6 Aug	7 Aug	8 Aug	10 Aug
3 Aug	4 Aug	6 Aug	9 Sept	E. OF JAPAN...	8 Aug	9 Aug	10 Aug	12 Aug
5 Aug	6 Aug	8 Aug	11 Sept	TENYO MARU	10 Aug	11 Aug	12 Aug	14 Aug
7 Aug	8 Aug	10 Aug	13 Sept	NILE	12 Aug	13 Aug	14 Aug	16 Aug
9 Aug	10 Aug	12 Aug	15 Sept	E. OF RUSSIA...	14 Aug	15 Aug	16 Aug	18 Aug
11 Aug	12 Aug	14 Aug	17 Sept	MONTAGLE	16 Aug	17 Aug	18 Aug	20 Aug
13 Aug	14 Aug	16 Aug	19 Sept	NIPPON MARU	18 Aug	19 Aug	20 Aug	22 Aug
15 Aug	16 Aug	18 Aug	21 Sept	OF INDIA...	20 Aug	21 Aug	22 Aug	24 Aug
17 Aug	18 Aug	20 Aug	23 Sept	E. OF INDIA...	22 Aug	23 Aug	24 Aug	26 Aug
19 Aug	20 Aug	22 Aug	25 Sept	SENJO MARU	24 Aug	25 Aug	26 Aug	28 Aug
21 Aug	22 Aug	24 Aug	27 Sept	OF JAPAN...	26 Aug	27 Aug	28 Aug	30 Aug
23 Aug	24 Aug	26 Aug	29 Sept	PERIA	28 Aug	29 Aug	30 Aug	31 Aug
25 Aug	26 Aug	28 Aug	31 Sept	SILFO DIARU	30 Aug	31 Aug	1 Sept	3 Sept
27 Aug	28 Aug	30 Aug	3 Oct	KOREA	1 Sept	2 Sept	3 Sept	5 Sept
29 Aug	30 Aug	31 Aug	5 Oct	OF INDIA...	3 Sept	4 Sept	5 Sept	7 Sept
31 Aug	1 Sept	2 Sept	7 Oct	MANCHURIA...	5 Sept	6 Sept	7 Sept	9 Sept
3 Sept	4 Sept	6 Sept	9 Oct	E. OF JAPAN...	7 Sept	8 Sept	9 Sept	11 Sept
5 Sept	6 Sept	8 Sept	11 Oct	TENYO MARU	9 Sept	10 Sept	11 Sept	13 Sept
7 Sept	8 Sept	10 Sept	13 Oct	NILE	11 Sept	12 Sept	13 Sept	15 Sept
9 Sept	10 Sept	12 Sept	15 Oct	E. OF RUSSIA...	13 Sept	14 Sept	15 Sept	17 Sept
11 Sept	12 Sept	14 Sept	17 Oct	MONTAGLE	15 Sept	16 Sept	17 Sept	19 Sept
13 Sept	14 Sept	16 Sept	19 Oct	NIPPON MARU	17 Sept	18 Sept	19 Sept	21 Sept
15 Sept	16 Sept	18 Sept	21 Oct	OF INDIA...	19 Sept	20 Sept	21 Sept	23 Sept
17 Sept	18 Sept	20 Sept	23 Oct	E. OF INDIA...	21 Sept	22 Sept	23 Sept	25 Sept
19 Sept	20 Sept	22 Sept	25 Oct	SENJO MARU	23 Sept	24 Sept	25 Sept	27 Sept
21 Sept	22 Sept	24 Sept	27 Oct	OF JAPAN...	25 Sept	26 Sept	27 Sept	29 Sept
23 Sept	24 Sept	26 Sept	29 Oct	PERIA	27 Sept	28 Sept	29 Sept	31 Sept
25 Sept	26 Sept	28 Sept	31 Oct	SILFO DIARU	29 Sept	30 Sept	31 Sept	2 Oct
27 Sept	28 Sept	30 Sept	2 Nov	KOREA	1 Oct	2 Oct	3 Oct	5 Oct
29 Sept	30 Sept	31 Sept	4 Nov	OF INDIA...	3 Oct	4 Oct	5 Oct	7 Oct
31 Sept	1 Oct	2 Oct	6 Nov	MANCHURIA...	5 Oct	6 Oct	7 Oct	9 Oct
3 Oct	4 Oct	6 Oct	8 Nov	E. OF JAPAN...	7 Oct	8 Oct	9 Oct	11 Oct
5 Oct	6 Oct	8 Oct	10 Nov	TENYO MARU	9 Oct	10 Oct	11 Oct	13 Oct
7 Oct	8 Oct	10 Oct	12 Nov	NILE	11 Oct	12 Oct	13 Oct	15 Oct
9 Oct	10 Oct	12 Oct	14 Nov	E. OF RUSSIA...	13 Oct	14 Oct	15 Oct	17 Oct
11 Oct	12 Oct	14 Oct	16 Nov	MONTAGLE	15 Oct	16 Oct	17 Oct	19 Oct
13 Oct	14 Oct	16 Oct	18 Nov	NIPPON MARU	17 Oct	18 Oct	19 Oct	21 Oct
15 Oct	16 Oct	18 Oct	20 Nov	OF INDIA...	19 Oct	20 Oct	21 Oct	23 Oct
17 Oct	18 Oct	20 Oct	22 Nov	E. OF INDIA...	21 Oct	22 Oct	23 Oct	25 Oct
19 Oct	20 Oct	22 Oct	24 Nov	SENJO MARU	23 Oct	24 Oct	25 Oct	27 Oct
21 Oct	22 Oct	24 Oct	26 Nov	OF JAPAN...	25 Oct	26 Oct	27 Oct	29 Oct
23 Oct	24 Oct	26 Oct	28 Nov	PERIA	27 Oct	28 Oct	29 Oct	31 Oct
25 Oct	26 Oct	28 Oct	30 Nov	SILFO DIARU	29 Oct	30 Oct	31 Oct	2 Nov
27 Oct	28 Oct	30 Oct	2 Dec	KOREA	31 Oct	1 Nov	2 Nov	4 Nov
29 Oct	30 Oct	31 Oct	4 Dec	OF INDIA...	2 Nov	3 Nov	4 Nov	6 Nov
31 Oct	1 Nov	2 Nov	6 Dec	MANCHURIA...	4 Nov	5 Nov	6 Nov	8 Nov
3 Nov	4 Nov	6 Nov	8 Dec	E. OF JAPAN...	6 Nov	7 Nov	8 Nov	10 Nov
5 Nov	6 Nov	8 Nov	10 Dec	TENYO MARU	8 Nov	9 Nov	10 Nov	12 Nov
7 Nov	8 Nov	10 Nov	12 Dec	NILE	10 Nov	11 Nov	12 Nov	14 Nov
9 Nov	10 Nov	12 Nov	14 Dec	E. OF RUSSIA...	12 Nov	13 Nov	14 Nov	16 Nov
11 Nov	12 Nov	14 Nov	16 Dec	MONTAGLE	14 Nov	15 Nov	16 Nov	18 Nov
13 Nov	14 Nov	16 Nov	18 Dec	NIPPON MARU	16 Nov	17 Nov	18 Nov	20 Nov
15 Nov	16 Nov	18 Nov	20 Dec	OF INDIA...	18 Nov	19 Nov	20 Nov	22 Nov
17 Nov	18 Nov	20 Nov	22 Dec	E. OF INDIA...	20 Nov	21 Nov	22 Nov	24 Nov
19 Nov	20 Nov	22 Nov	24 Dec	SENJO MARU	22 Nov	23 Nov	24 Nov	26 Nov
21 Nov	22 Nov	24 Nov	26 Dec	OF JAPAN...	24 Nov	25 Nov	26 Nov	28 Nov
23 Nov	24 Nov	26 Nov	28 Dec	PERIA	26 Nov	27 Nov	28 Nov	30 Nov
25 Nov	26 Nov	28 Nov	30 Dec	SILFO DIARU	28 Nov	29 Nov	30 Nov	2 Dec
27 Nov	28 Nov	30 Nov	2 Jan	KOREA	30 Nov	1 Dec	2 Dec	4 Dec
29 Nov	30 Nov	2 Dec	4 Jan	OF INDIA...	2 Dec	3 Dec	4 Dec	6 Dec
31 Nov	2 Dec	4 Dec	6 Jan	MANCHURIA...	4 Dec	5 Dec	6 Dec	8 Dec
3 Dec	4 Dec	6 Dec	8 Jan	E. OF JAPAN...	6 Dec	7 Dec	8 Dec	10 Dec
5 Dec	6 Dec	8 Dec	10 Jan	TENYO MARU	8 Dec	9 Dec	10 Dec	12 Dec
7 Dec	8 Dec	10 Dec	12 Jan	NILE	10 Dec	11 Dec	12 Dec	14 Dec
9 Dec	10 Dec	12 Dec	14 Jan	E. OF RUSSIA...	12 Dec	13 Dec	14 Dec	16 Dec
11 Dec	12 Dec	14 Dec	16 Jan	MONTAGLE	14 Dec	15 Dec	16 Dec	18 Dec
13 Dec	14 Dec	16 Dec	18 Jan	NIPPON MARU	16 Dec	17 Dec	18 Dec	20 Dec
15 Dec	16 Dec	18 Dec	20 Jan	OF INDIA...	18 Dec	19 Dec	20 Dec	22 Dec
17 Dec	18 Dec	20 Dec	22 Jan	E. OF INDIA...	20 Dec	21 Dec	22 Dec	24 Dec
19 Dec	20 Dec	22 Dec	24 Jan	SENJO MARU	22 Dec	23 Dec	24 Dec	26 Dec
21 Dec	22 Dec	24 Dec	26 Jan	OF JAPAN...	24 Dec	25 Dec	26 Dec	28 Dec
23 Dec	24 Dec	26 Dec	28 Jan	PERIA	26 Dec	27 Dec	28 Dec	30 Dec
25 Dec	26 Dec	28 Dec	30 Jan	SILFO DIARU	28 Dec	29 Dec	30 Dec	2 Jan
27 Dec	28 Dec	30 Dec	31 Jan	KOREA	30 Dec	31 Dec	1 Jan	3 Jan
29 Dec	30 Dec	31 Dec	2 Feb	OF INDIA...	31 Dec	1 Jan	2 Jan	4 Jan
31 Dec	1 Jan	2 Jan	4 Feb	MANCHURIA...	1 Jan	2 Jan	3 Jan	5 Jan
2 Jan	3 Jan	4 Jan	6 Feb	E. OF JAPAN...	3 Jan	4 Jan	5 Jan	7 Jan
4 Jan	5 Jan	6 Jan	8 Feb	TENYO MARU	5 Jan	6 Jan	7 Jan	9 Jan
6 Jan	7 Jan	8 Jan	10 Feb	NILE	7 Jan	8 Jan	9 Jan	11 Jan
8 Jan	9 Jan	10 Jan	12 Feb	E. OF RUSSIA...	9 Jan	10 Jan	11 Jan	13 Jan
10 Jan	11 Jan	12 Jan	14 Feb	MONTAGLE	11 Jan	12 Jan	13 Jan	15 Jan
12 Jan	13 Jan	14 Jan	16 Feb	NIPPON MARU	13 Jan	14 Jan	15 Jan	17 Jan
14 Jan	15 Jan	16 Jan	18 Feb	OF INDIA...	15 Jan	16 Jan	17 Jan	19 Jan
16 Jan	17 Jan	18 Jan	20 Feb	E. OF INDIA...	17 Jan	18 Jan	19 Jan	21 Jan
18 Jan	19 Jan	20 Jan	22 Feb	SENJO MARU	19 Jan	20 Jan	21 Jan	23 Jan
20 Jan	21 Jan	22 Jan	24 Feb	OF JAPAN...	21 Jan	22 Jan	23 Jan	25 Jan
22 Jan	23 Jan	24 Jan	26 Feb	PERIA	23 Jan	24 Jan	25 Jan	27 Jan
24 Jan	25 Jan	26 Jan	28 Feb	SILFO DIARU	25 Jan	26 Jan	27 Jan	29 Jan
26 Jan	27 Jan	28 Jan	30 Feb	KOREA	27 Jan	28 Jan	29 Jan	31 Jan
28 Jan	29 Jan	30 Jan	2 Mar	OF INDIA...	29 Jan	30 Jan	31 Jan	2 Feb
30 Jan	31 Jan	2 Feb	4 Mar	MANCHURIA...	31 Jan	1 Feb	2 Feb	4 Feb
31 Jan	2 Feb	3 Feb	5 Mar	E. OF JAPAN...	2 Feb	3 Feb	4 Feb	6 Feb
2 Feb	3 Feb	4 Feb	6 Mar	TENYO MARU	4 Feb	5 Feb	6 Feb	8 Feb
4 Feb	5 Feb	6 Feb	8 Mar	NILE	6 Feb	7 Feb	8 Feb	10 Feb
6 Feb	7 Feb	8 Feb	10 Mar	E. OF RUSSIA...	8 Feb	9 Feb	10 Feb	12 Feb
8 Feb	9 Feb	10 Feb	12 Mar	MONTAGLE	10 Feb	11 Feb	12 Feb	14 Feb
10 Feb	11 Feb	12 Feb	14 Mar	NIPPON MARU	12 Feb	13 Feb	14 Feb	16 Feb
12 Feb	13 Feb	14 Feb	16 Mar	OF INDIA...	14 Feb	15 Feb	16 Feb	18 Feb
14 Feb	15 Feb	16 Feb	18 Mar	E. OF INDIA...	16 Feb	17 Feb	18 Feb	20 Feb
16 Feb	17 Feb	18 Feb	20 Mar	SENJO MARU	18 Feb	19 Feb	20 Feb	22 Feb
18 Feb	19 Feb	20 Feb	22 Mar	OF JAPAN...	20 Feb	21 Feb	22 Feb	24 Feb
20 Feb	21 Feb	22 Feb	24 Mar	PERIA	22 Feb	23 Feb	24 Feb	26 Feb
22 Feb	23 Feb	24 Feb	26 Mar	SILFO DIARU	24 Feb	25 Feb	26 Feb	28 Feb
24 Feb	25 Feb	26 Feb	28 Mar	KOREA	26 Feb	27 Feb	28 Feb	30 Feb
26 Feb	27 Feb	28 Feb	30 Mar	OF INDIA...	28 Feb	29 Feb	30 Feb	2 Mar
28 Feb	29 Feb	30 Feb	31 Mar	MANCHURIA...	30 Feb	1 Mar	2 Mar	4 Mar
30 Feb	31 Feb	2 Mar	3 Apr	E. OF JAPAN...	1 Mar	2 Mar	3 Mar	5 Mar
31 Feb	2 Mar	3 Mar	5 Apr	TENYO MARU	3 Mar	4 Mar	5 Mar	7 Mar
3 Mar	4 Mar	5 Mar	7 Apr	NILE	5 Mar	6 Mar	7 Mar	9 Mar
5 Mar	6 Mar	7 Mar	9 Apr	E. OF RUSSIA...	7 Mar	8 Mar	9 Mar	11 Mar
7 Mar	8 Mar	9 Mar	11 Apr	MONTAGLE	9 Mar	10 Mar	11 Mar	13 Mar
9 Mar	10 Mar	11 Mar	13 Apr	NIPPON MARU	11 Mar	12 Mar	13 Mar	15 Mar
11 Mar	12 Mar	13 Mar	15 Apr	OF INDIA...	13 Mar	14 Mar	15 Mar	17 Mar
13 Mar	14 Mar	15 Mar	17 Apr	E. OF INDIA...	15 Mar	16 Mar	17 Mar	19 Mar
15 Mar	16 Mar	17 Mar	19 Apr	SENJO MARU	17 Mar	18 Mar	19 Mar	21 Mar
17 Mar	18 Mar	19 Mar	21 Apr	OF JAPAN...	19 Mar	20 Mar	21 Mar	23 Mar
19 Mar	20 Mar	21 Mar	23 Apr	PERIA	21 Mar	22 Mar	23 Mar	25 Mar
21 Mar	22 Mar	23 Mar	25 Apr	SILFO DIARU	23 Mar	24 Mar	25 Mar	27 Mar
23 Mar	24 Mar	25 Mar	27 Apr	KOREA	25 Mar	26 Mar	27 Mar	29 Mar
25 Mar	26 Mar	27 Mar	29 Apr	OF INDIA...	27 Mar	28 Mar	29 Mar	31 Mar
27 Mar	28 Mar	29 Mar	31 Apr	MANCHURIA...	29 Mar	30 Mar	31 Mar	2 Apr
29 Mar	30 Mar	31 Mar	3 May	E. OF JAPAN...	31 Mar	1 Apr	2 Apr	4 Apr
31 Mar	1 Apr	2 Apr	5 May	TENYO MARU	1 Apr	2 Apr	3 Apr	5 Apr
3 Apr	5 Apr	6 Apr	8 May	NILE	3 Apr	4 Apr	5 Apr	7 Apr
5 Apr	7 Apr	8 Apr	10 May	E. OF RUSSIA...	5 Apr	6 Apr	7 Apr	9 Apr
7 Apr	9 Apr	10 Apr	12 May	MONTAGLE	7 Apr	8 Apr	9 Apr	11 Apr
9 Apr	11 Apr	12 Apr	14 May	NIPPON MARU	9 Apr	10 Apr	11 Apr	13 Apr
11 Apr	13 Apr	14 Apr	16 May	OF INDIA...	11 Apr	12 Apr	13 Apr	15 Apr
13 Apr	15 Apr	16 Apr	18 May	E. OF INDIA...	13 Apr	14 Apr	15 Apr	17 Apr
15 Apr	17 Apr	18 Apr	20 May	SENJO MARU	15 Apr	16 Apr	17 Apr	19 Apr
17 Apr	19 Apr	20 Apr	22 May	OF JAPAN...	17 Apr	18 Apr	19 Apr	21 Apr
19 Apr	21 Apr	22 Apr	24 May	PERIA	19 Apr	20 Apr	21 Apr	23 Apr
21 Apr	23 Apr	24 Apr	26 May	SILFO DIARU	21 Apr	22 Apr	23 Apr	25 Apr
23 Apr	25 Apr	26 Apr	28 May	KOREA	23 Apr	24 Apr	25 Apr	27 Apr
25 Apr	27 Apr	28 Apr</						

Public Auction.

GEO. P. LAMMERT,
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on
MONDAY,
the 11th. May 1914, commencing at 2.30 p.m. at his Sale Rooms, Duddell Street
A Quantity of Valuable Household Furniture & Canton Blackwood,
(Removed to Sale Rooms for convenience of Sale)

comprising:
TAPESTRY COVERED DRAWING ROOM SUITE, EASY CHAIRS, BRASS FENDERS & FIREBRASSES, FIRE SCREENS, BOOKCASES, HATSTANDS, CARPETS, RUGS, LACE CURTAINS, ENGRAVINGS, ORNAMENTS, PICTURES, OCTAGONAL TABLES, etc., etc.
TEAK DINING TABLES & CHAIRS, TEAK SIDEBOARDS, TEAK DINNER WAGGONS, OVERMANTELS, ICECHESTS, COOKING STOVES, CUTLERY, CROCKERY & GLASS WARE etc., etc.
FINE TEAK DOUBLE & SINGLE WARDROBES, MARBLE TOP WASHSTANDS, DRESSING TABLES, CHEST OF DRAWERS, TOILET CROCKERY etc., etc.
DOUBLE & SINGLE BRASS AND BRASS MOUNTED BEDSTEADS, CHILD'S IRON COTS etc., etc.

A Fine Lot of Canton Blackwood

Comprising:—
FINELY CARVED CURIO STAND, HALF ROUND TABLES, ARMCHAIRS, COUCH, JARDINIERS, STOOLS, WALL BRACKETS etc., etc.

also
ELECTRIC CEILING AND TABLE FANS, 1 COMBINATION SAFE (new), 1 PIANOLA PIANO BY "STECK" & 1 COTTAGE PIANO BY "COLLARD" & 2 TREADLE SEWING MACHINES (new).

Terms:—as usual.

On view from Thursday, the 7th. May 1914.

Catalogues will be issued

GEO. P. LAMMERT,
Auctioneer.

G. P. LAMMERT

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 11th day of May, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of Hongkong, of the right to quarry stone on four Lots Crown Land at Ngau Shi Wan in the new Territories of Hongkong, for a period extending from the 11th day of May up to and including 31st day of December, 1914.

PARTICULARS OF THE LOT.

Quantity	Lot No.	Area	Remarks
1	1	1/2	1/2
2	2	1/2	1/2
3	3	1/2	1/2
4	4	1/2	1/2

Don't forget after the Show Supper, and Light Refreshments
ALEXANDRA CAFE.
Open till Midnight.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1: A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkin's.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light Steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH AT LOW WATER	DEPTH AT SPRING TIDES	SIZE OF TIDE
KOWLOON					
No. 1 Dock, Kowloon	700'	160'	10'	12'	3' 6"
No. 2 Dock, Kowloon	371'	71'	11'	13'	3' 6"
East Dock, No. 3 Kowloon	364'	69'	11'	13'	3' 6"
East Dock, No. 4 Kowloon	350'	65'	11'	13'	3' 6"
TAI-KOK-TSUI					
Cosmopolitan Dock	466'	81'	10'	12'	3' 6"
ABERDEEN					
Harbour Dock	430'	81'	11'	13'	3' 6"
Lambert Dock	313'	62'	11'	13'	3' 6"

Please Address Enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N. Kowloon Dock, Hongkong.



"The tonic effect of Sanatogen on me is simply wonderful!"

In these words Mr. Arnold Bennett—the famous novelist and playwright—gives vivid expression to what everyone feels after taking Sanatogen.

Why not experience that feeling yourself? Why not let Sanatogen produce on you that "wonderful tonic effect" which makes people so grateful and so enthusiastic about Sanatogen?

They know that Sanatogen is a genuine tonic which really does what is claimed for it—that it does actually strengthen the nerves and restore vigour and elasticity—that it builds up reserve strength, helps digestion and assimilation, and produces a most beneficial effect upon every organ of the body.

There is no doubt that Sanatogen will have these truly wonderful effects on you. And there is no better time for taking Sanatogen than now, when the enervating weather makes a tonic almost indispensable.

Sanatogen

The True Invigorator.

Be guided by the experience of the multitudes of Europeans in the East who have testified to the value of Sanatogen, and who depend on it to keep them healthy and vigorous through this trying season of the year.

Remember that your principal defence against fevers, gout, rheumatism, sciatica, etc., is to raise your vital powers to the highest possible pitch, and increase the germ-destroying elements of your blood, for which purpose there is nothing so effectual as a course of Sanatogen. Begin taking it to-day.

Splendid for your Health—
especially for your Nerves.

You will be surprised at the remarkable improvement which Sanatogen will produce in your general health. And you will be most surprised at the strengthening, exhilarating effect on your nervous system. Instead of feeling tired and listless, gloomy and irritable, you will go through the day with calm, cheerful energy, and you will do things with real zest.

Why let another day pass with your nerves depressed and your vitality lowered? Why not go now to the nearest Chemist and buy a bottle of Sanatogen? When you have done so, your only regret will be that you did not try Sanatogen before. (For a Free Descriptive Booklet, send a post-card, mentioning this paper, to A. Wulff & Co., 6, Kiukiang Road, Shanghai.)

The Hon. Mr. Justice Caspary, Judge of the High Court, Calcutta, writes: "I have been taking Sanatogen on and off for the last three years, and find it very beneficial. Many people I know take Sanatogen and appreciate it."

Dr. Gilbert Parker, the popular Novelist, writes: "I have used Sanatogen with extraordinary benefit. It is a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to body and mind."

Mr. Max Pemberton, the well-known Novelist, writes: "I have been taking Sanatogen since the beginning of the year, and would not be without it under any circumstances whatever."

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER AND SOY MANUFACTURERS.

Factory at Yau-mat

OFFICE: No. 36, Des Voeux Road, W. Telephone No. 177 & K. 12.
We are the leading Manufacturers in this class of Goods. Our Fruit & Gingers are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

USE. C. N.

AND GUARD AGAINST PLAQUE

CHINA COMMERCIAL CO., 2 Duddell St.

To Sail

Regular Steamship Service

Proposed Sailing from Hongkong for BOSTON & NEW YORK.

s.s. "Challister" on or about May, 15.

For Freight and further information apply to

DODWELL & CO., LTD.
Agents

Hongkong 15th Apr., 1914. 197

Entertainments

THEATRE ROYAL, HONGKONG.

Maurice E. Bandmann presents the newly organized
BANDMANN OPERA CO.
FAREWELL PERFORMANCE

NOTE.—Owing to the earlier departure of the steamer conveying the Opera Co. to Shanghai there will be no performance "THE GIRL ON THE FILM" to-morrow, as previously advertised.

TO-NIGHT
"THE GIRL ON THE FILM"
FROM THE LYRIC THEATRE, LONDON.

Doors Open at 8.30 P.M.
Commencing at 9.00 Sharp.

Plans Now open at MOUTRIES.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 28th Jan., 1912.

THERE'S ONLY ONE.

THE

HIPPODROME

CIRCUS AND MENAGERIE.

Acknowledged Barnum of the East.

New Artistes—New Artistes.

Culled from all the principal Circuses of Europe, South Africa and America; also our Zoo of Performing Wild Animals.

Trained and performed by D'Ampleur G. Urban.

A Magnificent Stud of Highly Trained Horses and Ponies.

The whole forming the most powerful Combination of its kind now touring the Orient.

LOOK FOR THE VISIONS OF SALOME DANCE.

LOCATION CAUSEWAY BAY IN OUR SPECIALLY ERECTED MAT. SHEDS.

GRAND OPENING NIGHT Saturday, May 9th.

Matinees, every Wednesday & Saturday, at 4 p.m. Sharp.

Children Half Price to Matinee Only.

Box plan at ROBINSON PIANO CO., LTD.

For full particulars See Pictorials and Hand Bills.

COL. BOB LOVE, Touring Manager.

LOOK HERE.

ONE OF THE FINEST BOXING TOURNAMENTS

Ever Seen in Hongkong

AT THE CITY HALL

On Saturday, 16th May, 1914. Commencing at 9 p.m. Sharp.

20 ROUNDS CONTEST.

STOKER PERKINS V. IRON BUX

(The box of tricks) Cleverest and hardest hitting featherweight ever seen in Hongkong.

TWO OTHER EVENTS.

Doors Open at 8.30 p.m. Booking at MOUTRIES.

Ringside \$5, Stalls \$3 and Dress Circle \$2.

Soldiers and Sailors \$1 to the Pit.

F. E. HALL, Promoter.

VICTORIA THEATRE.

To-Night 9.15 To-Night

The Interesting Picture.

"THE ROMANCE

of the

PALM GROVE"

IN 3 PARTS.

The latest Gaumont Graphic

and a fine selection of Comic

Pictures

BIJOU SCENIC THEATRE.

3 NIGHTS ONLY. 3

Commencing Wednesday, May 6th

"WIFFLES HAD A LUCKY ESCAPE"

a good comedy in 2 parts 3,500 feet

"A WOMAN OF JAPAN" a thrilling story of a Geisha's honour.

Also Pathe's German & International Gazette.

"THE GIBSON GIRLS" Complete change of songs and dances.

Saturday May 9th "IN MID ATLANTIC" a powerful coloured drama of the sea length 7,000 feet.

Notice

THE **GREATEST BRITISH**

PIANO

THE

BRINSMEAD

MAY BE HAD ON THE HIRE PURCHASE SYSTEM. JUST CONSIDER

---EVERY INSTALMENT PAID IS MONEY INVESTED IN A PIANO OF

BRITISH MAKE WITH THE REPUTATION OF A WORLD FAMOUS

FIRM BEHIND IT.

NEW MODELS JUST RECEIVED AT

THE SOLE AGENTS

ROBINSON'S

BREWER & CO.

Pedder Street, (Adjoining Hongkong Hotel Main Entrance)

Telephone No. 696.

THE PIT OF CORRUPTION, by Winifred Graham \$1.75

THE SILENT PLACES, by Stewart Edward White 80 cts.

WHEN GOD LAUGHS, by Jack London 80 cts.

SOUTH SEA TALES, by Jack London 80 cts.

THE SPLIT PEAS, by Headon Hill 1.75

THE GIANT'S GATE, by Max Pemberton 80 cts.

ALL MEN ARE LIARS, by Joseph Hooking 80 cts.

HOW TO ARGUE SUCCESSFULLY, by William Macpherson, M.A. 80 cts.

HOME LIFE IN FRANCE, by Miss Betham Edwards 80 cts.

THE RED AND THE BLACK, A CHRONICLE OF 1830, by Stendhal \$2.75

By Mrs. Humphry Ward 80 cts.

LARGE SELECTION OF NEW SIXPENNY NOVELS 4 FOR \$1.00

GEORGE STEIGER.

SAUSAGE FACTORY AND DELICATESSEN STORE

14, GRESSON ST., PRAYA EAST. (OPPOSITE THE SEAMEN'S INSTITUTION)

ALL KINDS OF SAUSAGES.

FRENCH, ENGLISH AND GERMAN.

IN LARGE OR SMALL QUANTITIES; BEEF AND PORK SAUSAGES FRESH DAILY; SPECIAL ARRANGEMENTS FOR HOTELS, CANTERNS, BOARDING HOUSES, SHIPS, PICNIC PARTIES, ETC., ETC.

FOOK SANG & CO.

GENTLEMEN, LADIES TAILOR & DRESS MAKER.

ALL KINDS OF INDIAN, CHINESE & JAPANESE SILK GOODS EMBROIDERED.

GOODS OF ALL VARIETIES. INSPECTION INVITED.

Telephone 1684 No. 40 WELLINGTON STREET, HONGKONG

JOHNSON

BEST BARBER'S SHOP IN THE COLONY.

No. 37 QUEEN'S ROAD CENTRAL.

To Sail

"GLEN LINE" (McGREGOR, GOW & Co.) Ltd.

For London Hull & Antwerp. "GLENHORN" Capt. L. W. Hartnell

will be despatched for the above ports on or about the middle of May, 1914.

Saloon passage, Hongkong to London £40.

For freight or passage, apply to SHEWANTOMES & Co. Agents, Hongkong, 22nd April, 1914.

THE AMERICAN AND MANCHURIAN LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

THE Steamship "KIOTO," Captain Smith, will be despatched from Hongkong on the 25th. May for BOSTON & NEW YORK. (With Liberty to call at the Malabar Coast.) For freight and further particulars, apply to The Bank Line Ltd., Agents, Hongkong, 28th April, 1914.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the steamer must be presented to the Under signed on or before the 30th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., Ltd. Agents, Hongkong, 4th May, 1914. 1551

Public Companies

NOTICE.

NOTICE is hereby given that A. B. THE SWEDISH TRADING COMPANY IN CHINA, (LTD.) have been appointed Agents for The Far East Oxygen & Acetylene Co. Ltd., as from the 1st of May, 1914. For particulars concerning welding, sale of gas or apparatus for welding purposes or any kind of repair please apply to the said firm—Address: Queen's Building, Top floor, Telephone No. 1033. THE FAR EAST OXYGEN & ACETYLENE Co. Ltd., For the Board of Directors, J. DE LA POMMERAYE, Managing Director, Hongkong, 1st May, 1914. [554]

CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS

THE Thirty third Ordinary Meeting of Shareholders will be held at the Offices of the undersigned on Monday the 18th May, 1914, at 11.30 a.m. The Transfer Books of the Company will be closed from the 4th to the 18th May, both days inclusive.

J. DINE, MATHESON & CO., LTD. General Agents, Hongkong, 30th April, 1914.

THE CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS

NOTICE is hereby given that an Extraordinary General Meeting of the Canton Insurance Office Limited will be held at the Offices of Messieurs Jardine Matheson & Co., Limited, No. 16 Pedder Street, Victoria in the Colony of Hongkong, on MONDAY the 18th day of May, 1914 at 11.45 O'CLOCK in the FORENOON when the Subjoined Resolution will be proposed as an Extraordinary Resolution:—That Article 84 of the Articles of Association be altered by substituting the words "Twenty Five" for the word "Fifteen". Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a second Extraordinary Meeting which will be subsequently convened. Dated this 30th day of April, 1914.

JARDINE MATHESON & CO., LTD. General Agents.

THE HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY FIFTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on THURSDAY the 14th MAY, 1914, at 1.30 A.M. for the purpose of presenting the REPORT of the DIRECTORS, together with a statement of Accounts to 28th February 1914, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be closed from the 30th April to the 14th May 1914, both days inclusive. By Order of the Board of Directors.

GIBB, LIVINGSTON & Co. Agents, Hongkong, 23rd April, 1914.

HONGKONG ELECTRIC CO. LTD.

REDUCTION IN PRICE.

FROM 1st May 1914 the price of current will be reduced to the following:—Electric Light & Fan.....\$0.24 per unit Power, Lifts Heating & Cooking.....\$0.07 " Power to Restored Hour Consumers.....\$0.05 " Discounts will remain as before.

GIBB, LIVINGSTON & Co. Agents, Hongkong, 22nd April, 1914.

Notices

RADIUM THERAPY.

We can Supply RADIUM BROMIDE for the treatment of Cancer and Skin Diseases such as Lupus, Nævi, Angioma (Port-wine-stain), Warts, etc., and anybody wishing to be so treated by his Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co. Ltd. Representing:—WERNER RUDENBERG & Co. (Shanghai) (RADIUM - HEIL-GESELLSCHAFT, m.b.H., Berlin).

RADIUM EMANATION THERAPY.

WE herewith beg to inform the Public that we have made arrangements with:

Messrs. A. S. WATSON & Co. Ltd.

and Messrs. THE MEDICAL HALL to supply our SAUBERMANN RADIUM EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM - HEIL-GESELLSCHAFT m.b.H. of BERLIN, and they have all been attested to by the IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING INSTITUTE at Berlin.

Clinical literature and further details may be had on application to the above-named Firms.

WERNER RUDENBERG & Co., Shanghai, Sole Agents for Hongkong and China for the RADIUM-HEIL-GESELLSCHAFT, m.b.H., Berlin.

KOWLOON CANTON RAILWAY (British Section).

NOTICE

IMPORTANT ALTERATIONS TO THROUGH TRAIN SERVICE.

The Public is hereby notified that commencing on Wednesday the 6th May 1914, and until further notice the following alterations will take place in the present through train service between Kowloon and Canton and vice versa.

The express train timed to leave Kowloon at 7.15 a.m. will leave at 7.42 a.m. and arrive Canton at 11.30 a.m. The slow through train (timed to leave Kowloon at 11.35 a.m.) will leave at 9.40 a.m. and arrive Canton at 5.00 p.m. The 11.25 a.m. train from Kowloon will run to Shum Chun only.

The morning slow through train from Canton will leave at 8.30 a.m. instead of 9.10 a.m. The afternoon express will leave Canton at 3.05 p.m. instead of 3.15 p.m. The last train from Canton will now leave at 6.15 p.m. instead of 7.15 p.m. and arrive Kowloon at 10.25 p.m.

The local trains on the British Section will remain as at present.

For further particulars see timetables which may be had on application at all stations and at the head offices Kowloon and Canton.

By Order, R. BAKER, Acting Manager, British Section, Canton Kowloon Railway.

By Order, THE ADMINISTRATION, Chinese Section, Canton Kowloon Railway.

NOTICE

MR. PATRICK CUMMING HUTTON POTTS and MR. HERBERT RICHARD BUDD HANCOCK have joined our Firm as Assistants. BENJAMIN & POTTS, Hongkong, 2nd May, 1914.

Notices

THE ROYAL GEORGE HOTEL.

Situated at Kowloon, within a few minutes' walk of the Principal Landing Stages of the Colony. SECOND SEAPORT IN THE WORLD and in close proximity to the projected Office and Terminal of THE KOWLOON-CANTON RAILWAY. LEASE ON EASY TERMS. Owing to the Proprietor having to leave the Colony.

This Elite Establishment has been conducted as a First Class Hotel and is patronized by the Residents of Hongkong and Kowloon and by the Shipping Community. The Proprietor is in a position to convince any prospective Lessee that the business is doing exceedingly well, and that it can be turned into a still more profitable concern if taken over by an expert who would devote his exclusive attention to the business.

The Proprietor has already spent \$12,000 in thoroughly renovating and refurnishing the premises, and now very little remains to be expended except for converting a piece of vacant ground adjoining the Hotel into an Open-Air Skating Rink, Bowling Alley and Open-Air Cinematograph Show, etc., etc., for which it can be well utilized. No Good-Will Money Required. Inspection of books allowed to any one making Bona Fide offers to lease, etc. For Particulars apply to

H. RUTTONJEE

of ROYAL GEORGE HOTEL, Kowloon, Hongkong.

ST. JOSEPH'S COLLEGE ASSOCIATION.

ALL Past Pupils of the Association and others interested in education are invited to a meeting which will be held at the College, on Wednesday, 6th May, 1914, at 6.30 p.m.; when a resolution will be submitted expressing sympathy with the Christian Brothers on the death of Bro. Peter.

By Order, J. P. BRAGA, Hon. Secretary, Hongkong, 4th May, 1914. [553]

NEITHER the Captain, owners or Agents will be responsible for any debts contracted by the officers for crew of the American Barque "JAMES TUFT" during her stay in this port.

THE interest and responsibility of Mr. ALFRED BRYER in our Firm ceased on the 8th day of February last. LEIGH & ORANGE, Hongkong 1st May, 1914.

THE LONDON DIRECTORY

(Published Annually) Enables traders throughout the World to communicate direct with English.

MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London & its suburbs, the directory contains lists of

EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Market they supply.

STEAMSHIP LINES arranged under the ports to which they sail, and indicating the approximate sailing.

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns & industrial centres of the United Kingdom. A copy of the current edition will be forwarded, freight paid, on receipt of Postal Orders for 2s.

Dealers seeking Agencies can advertise their trade cards for 1s. or larger advertisements from 6s.

THE LONDON DIRECTORY CO., LTD. 25 Abchurch Lane, London E.C.

THE CHINA IMPORT & EXPORT LUMBER CO., LTD.

Wholesale, Karberg & Co., General Agents.

WE have this day opened a Lumber Yard and Offices at North Point, next to the Kwong Sang Hong Glass Factory. The sailing vessel "James Tuft" has arrived with a well assorted cargo of about 1½ Million sup. ft. of

OREGON PINE Planks, Timber, Floorings and Spars.

Prices will be quoted on application. All correspondence please address to:—

The China Import & Export Lumber Co. Ltd. Letter Box No. 420. Telephone No. 1710. Hongkong, 11th April, 1914.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York

London Office—10, Bishopsgate, E.C.

BRANCHES:—

Hankow, Calcutta, Canton, Kobe, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus.....\$1,000,000

EVERY DESCRIPTION OF BANKING BUSINESS

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, and for one year at 4 1/2 per annum, or for shorter periods at rates which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS issued on all the principal cities in the world.

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Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$15,000,000

RESERVE FUNDS:

Sterling

\$1,500,000 at 2/-

\$15,000,000

Silver ..\$17,650,000

Reserve Liability of

Proprietors.....\$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale, Chairman

W. J. Pattenden, Esq., Deputy

Chairman.

S. H. Dodwell, Esq.,

G. T. M. Edkins, Esq.,

C. S. Gubbay, Esq.,

P. H. Holyoak, Esq.,

C. Landgraf, Esq.,

F. Lieb, Esq.,

J. A. Plummer, Esq.,

Hon. Mr. E. Shellim,

H. A. Siebs, Esq.,

CHIEF MANAGER:

Hongkong—N. J. Stabb,

Manager.

Shanghai—A. G. Stephen,

London Bankers—London

County and Westminster

Limited.

Hongkong—Interest Allowed.

On Current Account at the rate

of 2 per cent. per Annum on the

daily balance

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per

Annum.

For 6 months, 3 1/2 per cent. per

Annum.

For 12 months, 4 per cent. per

Annum.

N. J. STABB, Chief Manager

HONGKONG SAVINGS BANK

THE Business of the above

Bank is conducted by the

HONGKONG AND SHANGHAI

BANKING CORPORATION.

Rules may be obtained on

application.

INTEREST on deposits is al-

lowed on the minimum monthly

balances at 3 1/2 Per Cent. per an-

num.

Depositors may transfer at their

option balances of \$100 or more

to the Hongkong and Shanghai

Bank to be placed on FIXED

DEPOSIT at 4 Per Cent. per

annum.

For the Hongkong and Shang-

hai Banking Corporation,

N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE

BANK.

Capital Fully

Paid-up ..Sh. Tael 7,500,000

